PHOTO BY GABRIEL MOULIN
NITE SKYLINES OF SAN FRANCISCO

INSIDE TRACK

SAFETY · COURTESY · SERVICE
MARKET STREET RY. CO.

JULY 1937
Vol. 16 No. 7

INSIDE TRACK

A MAGAZINE BY AND FOR THE EMPLOYEES OF

MARKET STREET RAILWAY COMPANY

58 SUTTER STREET SAN FRANCISCO, CALIF.

This information is not issued in connection with any sale or offer for sale or offer to buy any security.

EARL G. RYAN, Editor W. B. FARLOW, Art Editor J. H. MENTZ, Official Photographer

VOL. 16 JULY, 1937 No. 7

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"Transportationitis"

San Francisco is today suffering from an acute attack of "Transportationitis," according to the many "specialists" who are writing prescriptions for relief. Among the many who have "definitely" found a "cure" are the "subway specialist," the "elevated specialist," the "bus specialist," and others too numerous to mention. The point is someone is wrong. If the condition is as bad as has been stated, perhaps a meeting of "specialists" might, after a most thorough examination of facts, not guesses, find that a simple remedy can be used, to effectively correct the "bad" condition. There are certain important facts which everyone of the above "doctors" have disregarded either knowingly, or maybe it has been carelessness, which when closely examined may prove likely to give immediate relief. So far, any simple plan for relief has been made fun of, the great "doctors" do not rely on simpleness. Simpleness is for the "untrained," not the "expert."

However, above the fuss and confusion, one simple plan stands forth, one which will provide immediate relief and possibly a complete cure for our transportation problems. This plan is made by men who have spent their lives solving transportation problems successfully.

The prescription is as follows:

1. Abolition of parking on Market Street from 7:00 A.M. to 6:00 P.M.

The City of Chicago in 1929 abolished parking in the Loop District, and we are informed by the Chamber of Commerce that vehicular movement was speeded up 30 percent and accidents reduced 10 percent.

2. Abolition of parking on the streets of the down town district other than Market Street, during the morning and evening rush hours.

3. Synchronization of traffic lights in order to permit of continuous travel for several blocks at a predetermined speed. **This would, as a result, provide rapid transportation for both mass transportation and privately owned vehicles.**

4. Construction of underpasses and overpasses (shoppers' subways) at principal cross town streets over or under Market Street to properly handle pedestrian travel and permit fast vehicular and mass transportation facilities.

5. Construction of pedestrian overpass on First Street from Plan-X Interurban Terminal to the north side of Market Street.

6. Establishment of down town parking areas or facilities.

The cost of filling this formula is little, when one realizes that the "remedy" as outlined by the several "authorities" is as follows: The bus "specialist" will put upon the streets approximately twice the

number of public vehicles in use today and "guarantee" a sure cure for $6,000,000. The elevated "specialist" will build a noisy overhead system, darkening streets, but guaranteeing a sure cure for 12½ million dollars; and last, but not least, the "subway" specialist will prescribe and build a subway system, 8½ miles of it, to serve one-third of the population for fifty million dollars; this, too, is a "sure" cure for this recently discovered and much talked of condition, called "transportationitis."

* * *

Board Investigates Rapid Transit Project

From San Francisco Realtor

A fact finding Traffic Committee of the Real Estate Board, reporting to the Directors recently on its investigation into the controversies befogging the city's rapid transit problems, submitted a three-point program designed to do much toward settling arguments on the Market Street subway plan and to secure some immediate action on relief of traffic congestion.

Main issue, states this committee, which is headed by Charles W. Brock of Thomas Magee and Sons, centers around immediate steps toward regulation of downtown parking and clearing of congestion on arterial streets and those bearing street cars. Strenuously urged is adoption by the Board of Supervisors of regulatory measures prohibiting parking between the hours of 4:30 p.m. and 6 p.m. on all streets in the financial district, Market Street area and triangle shopping district. Enforcement of this measure would immediately speed up traffic, says the committee, which recommends that it be given a trial and the results studied before going further into rapid transit plans. Approval of this first point carried with it a resolution adopted by the Board of Directors; also an invitation for the traffic committees of other civic organizations to join the Real Estate Board and a request that the parking regulation be immediately acted upon by the Board of Supervisors.

Second and third points recommended by the Committee (to be discussed by the Directors following action on point one) is synchronization of all traffic signals on principal arterials and unification of street car service.

Belief was voiced that the carrying out of all three recommendations would result in possibility of express street car service on heavy load lines at peak hours, and greatly reduce traffic congestion. If tests proved these three suggestions a solution, arguments over the Market Street subway may fall of their own weight, says the committee.

Unanimously agreed upon the fact that the city should not assume any heavy bonding obligations for subways, busses or street railway purchases until some such corrective measures as the above have been given a thorough trial.

Members of the Board's fact-finding committee on traffic include Charles W. Brock, chairman, Walter P. Laufenberg, Curtis D. O'Sullivan, T. A. Maas and R. W. McElroy.

What I Think of Accidents

I have always been one of the Company's average motormen. I have had accidents—"too many"—as I see accidents today.

For years I operated my car in the average manner, not thinking a great deal of what I could do to better my operation, or how I could prevent some of the different types of accidents.

To me, an accident was just one of the things that was part of the job of running my car through traffic, and when I had one, I made out my reports, got the interview with my Superintendent over with as quickly as possible, and forgot all about it.

During the past year, I have read considerable about the many plans put forward by organizations, wherein they tell of accidents, their cause and prevention, and it has set me thinking so strongly on this score, that I am operating my car entirely different than what I did in the past, and I have the satisfaction of knowing that my accident record for 1937 is as yet unblemished.

I have come to the definite conclusion that all accidents can be prevented. It is not enough for me to operate my car; I also must look out for the other fellow.

I operate my car as I would my auto, and figure every other driver is a fool, and it is much better to give in to the fool driver than send some one to the hospital.

I treat all intersections as a danger point, and always have my car under control at these points so that I can stop before reaching the curb line if necessary.

I pride myself on my ability to handle the air and controller properly so that my passengers may ride undisturbed, even though they may be standing in the aisles, or on the platform.

I do not try to run away from passengers whom I see making an effort to reach my car, and I have received many "thank you's" from those who have been given the opportunity to ride with me.

In conclusion, I feel that money spent for accidents could be put to better use, a better service rendered to the public, if accidents were eliminated, and I'm sure if each operator would think seriously enough of accident prevention, a big percentage of the accidents would not occur.

* * *

Market Street Railway Company

Office of Vice-President in Charge of Transportation

58 Sutter Street

NOTICE TO CONDUCTORS, OPERATORS and COLLECTORS

Commencing Tuesday morning, July 6, 1937, a charge of 2 cents will be made for transfers, this having been authorized by the Railroad Commission of the State of California.

Transfer rules effective October 1, 1936, copy of which you have in your possession, will continue in effect, except as hereinafter outlined.

REVENUE TRANSFERS

You will be given a supply of REVENUE TRANSFERS upon starting work each day, and you will be held accountable for these transfers at the rate of 2c each.

Method of fare collection will be as follows:

Passenger deposits 5c in the fare box and if request for transfer is made, same should be issued, passenger paying you 2c for such transfer. THE 2c TRANSFER CHARGE IS NOT TO BE DEPOSITED IN THE FARE BOX.

In cases where passenger presents a valid revenue transfer and desires further transfer privilege, and where such transfer privilege is in accordance with transfer rules, then the revenue transfer presented by the passenger should be validated only and lifted by the conductor or operator of the last car over which it is used.

FREE TRANSFERS

You will be given a supply of FREE TRANSFERS upon starting work each day. These to be issued under the following conditions:

(a) To students presenting a school pass and requesting a transfer should be issued a FREE TRANSFER, punched in the space in the right hand corner reading "School Pass." Such transfers will be good for validation with the same privileges as our present transfers.

(b) In case of emergency a free ransfer punched EMERGENCY should be issued.

(c) In case a car is switched back before destination is reached, a free transfer punched CAR SWITCHED should be issued.

(d) Should a car be turned into the carhouse a free transfer punched TURN IN should be issued.

(e) FREE TRANSFERS should be issued on the San Mateo Interurban Line No. 40, if requested.

(f) All free transfers with the exception of school transfers should be taken up and if any further transfer is desired a REVENUE TRANSFER should be issued, upon payment of 2c.

5c REVENUE TICKETS

Revenue transfers should be issued on 5c revenue tickets when requested by passenger—you to collect 2c for same.

FREE TICKETS

NO TRANSFERS SHOULD BE ISSUED ON FREE TICKETS.

A full accounting of all transfers shall be made each day and turned in, in proper transfer envelopes as per instructions on face of envelope.

A. W. BROHMAN, Vice-President,
In Charge of Transportation.

Approved: Wm. W. Abbott,
Vice-President and General Counsel.

Approved: L. V. Newton,
Vice-President.

SPECIAL NOTICES:

These instructions are supplemental to General Notice of June 29, 1937, entitled: "Notice to Conductors, Operators and Collectors," as printed above.

SPECIAL NOTICE FOR ELLIS-O'FARRELL No. 20 LINE

Transfers from southbound Stockton "F" Line of the Municipal Railway should be accepted at Ellis and Stockton Streets for use on our inbound Ellis and O'Farrell No. 20 cars.

REVENUE TRANSFER should be issued on outbound Ellis and O'Farrell No. 20 cars to Stockton "F" Line of the Municipal Railway, on payment of 2c.

SPECIAL NOTICE FOR DIVISADERO No. 24 LINE

Transfers issued by inbound "B" and "C" Lines of the Municipal Railway should be accepted by southbound Divisadero No. 24 cars at Geary and Divisadero Streets, the same as at present.

Outbound "B" and "C" line transfers issued by the Municipal Railway should be accepted on northbound or southbound Divisadero No. 24 cars, the same as at present.

No further transfers should be issued to passengers presenting transfers from Municipal Railway.

Revenue transfers issued, upon payment of 2c, by the Divisadero No. 24 line will be accepted at Geary and Divisadero Streets by the Municipal "B" and "C" Lines, in accordance with present transfer rules.

SPECIAL NOTICE FOR INGLESIDE No. 12 LINE

Transfers from outbound Market "K" Line or validated transfers of the Municipal Railway should be accepted on outbound Ingleside No. 12 cars at St. Francis Circle.

REVENUE TRANSFER should be issued upon payment of 2c on inbound Ingleside No. 12 cars to Market "K" Line of the Municipal Railway at St. Francis Circle.

SPECIAL NOTICE FOR SUTTER-CALIFORNIA No. 1—SUTTER-CLEMENT No. 2—SUTTER-SACRAMENTO No. 4

Transfers issued by the California Street Cable Railway Company on outbound California Cable cars should be accepted as follows:

At Sacramento and Presidio Avenue on Sutter-Sacramento No. 4 line going to Golden Gate Park.

At California and Presidio Avenue on outbound Sutter-California No. 1 and Sutter-Clement No. 2.

Inbound passengers on our Sutter-California No. 1, Sutter-Clement No. 2 and Sutter-Sacramento No. 4 cars desiring to transfer to California Cable cars at California and Presidio Avenue, should be issued a REVENUE TRANSFER upon payment of 2c, which transfer will be good on California Cable lines.

SPECIAL NOTICE FOR FILLMORE LINE No. 22 AND FILLMORE HILL LINE No. 45

Southbound passengers paying a cash fare on Fillmore Hill Line No. 45 are entitled to a FREE TRANSFER to the Fillmore Line No. 22 at Broadway and Fillmore Streets. These free transfers will be taken up by the operator on the No. 22 line. Should the passenger desire another transfer a REVENUE TRANSFER should be issued on payment of 2c.

Northbound passengers paying a fare on the Fillmore Line No. 22 should, upon request, be issued a FREE TRANSFER to the Fillmore Hill Line No. 45. These free transfers to be taken up by the conductor on the Fillmore Hill Line No. 45. Should further transfer be desired over Union "E" Line of the Municipal Railway, REVENUE TRANSFER should be issued upon payment of 2c.

Transfers from the Union "E" Line of the Municipal Railway, presented for transfer at Union and Fillmore Streets to our southbound Fillmore Hill Line No. 45, should be punched in the number space, should the passenger desire to transfer to the Fillmore Line No. 22. These transfers will then be accepted by operators on the Fillmore Line No. 22 and lifted by them. Should the passenger desire a further transfer a REVENUE TRANSFER should be issued upon payment of 2c.

Transfers from the Geary "B" and "C" Lines of the Municipal Railway, presented for fare at Fillmore and Geary Streets to our northbound Fillmore Line No. 22 should be punched in the number space, should passenger desire to use the Fillmore Hill Line No. 45. These transfers will be lifted by the conductor of the Fillmore Hill Line No. 45.

Transfers from the Geary "B" and "C" Lines of the Municipal Railway presented for fare at Geary and Fillmore Streets to our southbound Fillmore Line No. 22 should be lifted by the operator, and no further transfer issued.

A. W. Brohman, Vice-President,
In Charge of Transportation.

Approved: Wm. W. Abbott,
Vice-President and General Counsel.

Approved: L. V. Newton,
Vice-President.

Notice To Motormen Market Street Lines

Commencing Wednesday, June 9, at 10 P.M. the Municipal Railways will begin the installation of a new track on Market Street between Geary and Sansome Streets. All Municipal cars will use the inner tracks of this company on Market between Geary and the Spear Street switch.

When a Geary Street car crosses our Market Street tracks eastbound, toward the Ferries, it will be given a clear right of way over our eastbound cars until it is safely over the cross-over on our eastbound track.

A flagman will be located at the cross-over at Annie and Market Streets and motormen will please be governed by his signals.

This work will continue daily, except Saturday and Sunday nights, between the hours of 10 P.M. and 6 A.M.

A. W. BROHMAN
Vice President
In Charge of Transportation

June 8, 1937

* * *

One "Operator" Says:

"There's an old saying that 'the best things in life are free'. The sunshine, the fresh air, the song of birds, the scenery. All these are ours for the asking. There's another very important item, which should be included in this 'free' list and that's safety.

It doesn't cost anything to do things the safe way. Safety is just as free as the air and sunshine and is almost as essential. Ask the man who's had an accident. He'll tell you some surprising things about how expensive it is when you don't have safety.

You've never had an accident? That's fine but unless you work safely, drive safely, walk safely, in fact, live safely, the law of averages may sneak up and tag you for a put-out. Safety is free, just help yourself."

* * *

Things One Remembers

By R. M. Hofer

A friend of mine has been planning to build a house in the San Francisco Bay district. Rising costs have about discouraged him. He writes:

"The main trouble today is that there are not the men available to build, and houses are standing around half finished, that are just worked on at intervals. The tile people just told me they have ten jobs for two men, and they have jumped their wages from $12.00 to $14.00 a day."

That is a rather interesting story in a country where billions of dollars are being spent for so-called relief due to unemployment.

Excerpts From Letters to Market Street Railway Company

George W. Caswell Company

We wish to express to you our appreciation of the flag display on your cars yesterday in commemoration of the 162nd anniversary of the Battle of Bunker Hill.

Associated Sportsmen of California—Sportsmens Post No. 99

We appreciate the courtesy shown Sportsmens Post No. 99 by yourself in placing the notices of our dance in your cars. We are sure that it helped considerably toward achieving the satisfactory results obtained.

If we at any time can be of any service to you in any manner, we hope you will not hesitate to call on us.

Supt. of Sabbath School—Stewart Memorial Church

We take great pleasure in thanking you for such fine, courteous attention and service as we received from Mr. W. Loughrey on June 5, 1937.

Our Church Picnic was quite a success, partly due to safe transportation of the Members of our Church, from the church to the picnic grounds and back again.

We thank you again for the service and friendship of Mr. W. Loughrey.

F. H. Borstadt

Sometime ago the writer presented to you a complaint regarding unnecessary noise of your Polk Street cars at Polk and Chestnut. Your maintenance department has since eliminated the cause of the trouble and residents of the immediate vicinity appreciate this very much. Thank you.

Mrs. May L. Davis

I should like very much to call your attention to the following: During the Fiesta celebration, I rode on your cars quite frequently and I also had some friends visiting here from New York, and they stated they never came in contact with such fine men on your cars. They were so patient and courteous, and they answered all questions in a kindly manner, my friends told me that in New York they do not give one much consideration. As for myself, I have been riding on your No. 5 line for fifteen years, and I must say your men, both young and old, are very thoughtful and considerate. I have also on several occasions ridden on your one-man cars and I have found those men very kind.

I think they handled the crowds during the celebration wonderfully. Those men certainly deserve credit.

Clement Street Merchants Association

I have been instructed to inform you that at our last meeting held on the 24th day of May, 1937, it was the consensus of opinion of the entire membership present that your organization was deserving of a compliment for the fine job done on the paving of California Street.

Please accept our appreciation in the matter and may I again compliment your organization for its representation at all of our meetings, by our good friend, and your able representative, George Evington.

Golden Gate Bridge and Highway District

I want to thank you for your kindness in the loan of the Johnson fare boxes for our use on Pedestrian Day, May 27, 1937.

Mr. Clay Bernard of my office will contact Mr. Delaney, Superintendent of Equipment, at San Jose and Geneva Avenue, on or before the 24th of May in order to satisfactorily arrange matters.

Frederick G. Bunch, Post No. 116, American Legion.

Frederick G. Bunch Post No. 116, the American Legion, thanks both you and your organization for the courtesy and consideration extended us again this year in stopping your cars in the vicinity of Lotta's Fountain, in connection with our Memorial Services held Saturday, May 29, at midnight.

Bernice Hayes, Jefferson School, S. F.

Our visit to your car shops on May 13, 1937, proved to be very interesting and instructive. We thank you for giving us the privilege of visiting the shops.

Visitacion Valley Community Center

On behalf of the Committee for the Second Annual John McLaren Day, I wish to express my thanks and appreciation for your cooperation in providing extra bus service to McLaren Park.

Polk-Van Ness-Larkin District Merchants Association, Inc.

Permit us to thank you and your representative, Mr. Larson, for the splendid cooperation that you gave us during the "Polk Gulch Fiesta." We also wish to thank you for the donation of car space for 400 posters.

San Francisco Boys Club, Inc.

Will you please accept the sincere thanks of the San Francisco Boys' Club not only for the run of Summer Camp posters but for the bulkhead signs that were run in the street cars in connection with our annual affair at Playland-at-the Beach.

I want you to know that all of us appreciate extremely this fine cooperation on your part and the Rotary Club, especially are grateful for the Playland advertising.

It is nice to know that we can look towards you each year for cooperation of this type and the Club wants to extend to you sincerest thanks.

Wm. H. McCarthy, Postmaster, United States Post Office

I wish to thank you most sincerely for the valuable publicity given by the Market Street Railway Company to the recent auction sale of dead parcel post matter held at this office.

Mountain Play Association

The Board of Directors of the Mountain Play Association, at the annual meeting held June 21st requested that a letter of gratitude be written, thanking the Market Street Railway for its assistance to us in further publicizing our play by posters on the car windows. We thank you sincerely.

Union Ice Company

On May 20th I wrote to you complaining of the condition of the track on 20th Avenue between Irving and Judah Streets. You replied on May 22nd that this would receive attention.

Just want to say that within one week after your letter, the maintenance crew was out there and did considerable work improving conditions on the track and, while it is not a 100 per cent job, due to the road bed, I want to take this opportunity of thanking you for the courtesy.

* * *

WHEN a true genius appears in the world, you may know him by this sign, that the dunces are all in confederacy against him.—SWIFT.

EVERY tomorrow has two handles. We can take hold of it with the handle of anxiety or the handle of faith.—H. W. BEECHER.

Program of Events

SAN FRANCISCO MUSEUM OF ART

War Memorial Building, Civic Center. Car No. 5

Exhibitions in July:

Chinese Tomb Statuettes ..... July 2-August 30
Painters and Sculptors as Illustrators ..... June 21-July 12
Contemporary German Painting ..... July 1-July 30
Paintings by Russell Cowles ..... July 1-July 29
Paintings by Hilaire Hiler ..... July 1-July 29

* * *

M. H. DeYOUNG MEMORIAL MUSEUM

Golden Gate Park. Cars 5, 21 Direct.
Open Daily from 10 a.m. to 5 p.m.

Exhibitions:

Arabian Photographs by Hans Helfritz ..... Through July

Exhibitions for Children:

Toys of the 18th, 19th, and 20th Centuries .....
..... From the collections of Mrs. A. T. Chick
School Children's Paintings and Drawings from Central and Northern Europe ..... Through July 23rd
Creative Art Work by children in San Francisco Hospitals and Community Centers under the direction of Miss Mary Dakin of the Federal Art Project ..... Opening July 24th

* * *

CALIFORNIA PALACE OF THE LEGION OF HONOR

Lincoln Park. Cars 1, 2 Direct

Exhibitions:

Old Master Paintings from the collection of Mr. E. John Magnin, New York ..... Through July
Sculpture by Anna Hyatt Huntington ..... Opening July 6th
"The California Group" (water colors) ..... Opening July 15th

Open daily from 10 a.m. to 5:00 p.m.

* * *

Of Interest

The removal of thirty-four buildings on the site of the interurban terminal at Mission and First Streets is nearly completed. Low bids for the construction of the San Francisco-Oakland Bay Bridge railway terminal, including general construction, structural steel and mechanical and electrical work, totaling $2,283,377 were announced recently by the chief engineer.

During the first six months of operation of the San Francisco-Oakland Bay Bridge, 4,408,692 vehicles crossed the span. Revenue amounted to $2,575,000. The bridge now ranks third among the toll bridges carrying the greatest traffic, exceeded only by the Holland Tunnel in New York and the Delaware River Bridge in Philadelphia.

Items of Interest

"A man has no more right to say an uncivil thing than to act one; no more right to say a rude thing to another than to knock him down," Dr. Johnson.

* * *

P.A.C.A. Medallion

The Pacific Advertising Clubs Association awarded a gold medallion to each speaker and contestant taking part during their annual convention held in Salt Lake City June 14 to 17, 1937. Our Editor, Earl G. Ryan received one of these medallions with his name inscribed on the reverse side for his participation in the three minute speaking contest, Tuesday noon, June 15th. He is a member of the San Francisco Advertising Club and spoke on the subject, "Getting The Good Will Out of Good Will Advertising."

Ryan took the Public Speaking course under the able guidance of Hal. B. Mills, Commercial Department Manager, during the early part of this year, together with about twenty other members of the Market Street Railway Company family.

* * *

The budget of municipal expenditures for the fiscal year beginning July 1, adopted recently by the Board of Supervisors, is set at $59,690,000.

The Seattle Municipal Railway are paying their employees with warrants, although these warrants cannot be cashed in the banks. Merchants accept the warrants in exchange for merchandise and the Amalgamated is said to have agreed to cash $50,000 worth, and hold for redemption or until called. This is a good sample of political spending.

* * *

STOP! LOST BADGES

The corrected list of Lost Badges given below should be clipped and pasted in your trip sheet holder, for ready reference. Each badge recovered is worth $5.00 to the finder.

Turn badges in at Room 719, 58 Sutter Street, Transportation Department office, and receive your reward.

Inspectors

24	65	75

Motormen and Conductors

38	872	1397	2005
75	909	1423	2028
76	940	1495	2031
82	967	1502	2091
96	981	1504	2149
101	1001	1554	2222
130	1065	1588	2234
195	1077	1629	2276
235	1162	1690	2291
449	1176	1694	2323
534	1178	1719	2329
538	1219	1721	2463
549	1232	1776	2555
551	1272	1777	2559
576	1291	1885	2627
597	1300	1886	2762
600	1312	1895	2779
603	1368	1923	
830	1387	1976	

The Honolulu Rapid Transit Company have placed an order for thirty 40-passenger single motor trolley coaches with the J. G. Brill Company of Philadelphia. They expect delivery the latter part of this year. These new coaches will replace street cars now in service.

* * *

The police of Baltimore have launched a drive against automobile drivers who pick up riders without having the necessary permit from the Public Service Commission. Sixteen drivers were picked up on one day recently and fines from $25 to $75 were levied on each driver. The heavy fines were to the second offenders.

* * *

San Diego Electric Railway are now selling school passes at reduced fare, and require the picture of the student as well as his signature on the pass. This plan is said to be working successfully. The pictures are attached to the pass by a clip, furnished by the Company and a special seal which discourages tampering. Pictures are furnished by the pupils.

* * *

In the official monthly bulletin of Bay City Lodge No. 71 of the I.O.O.F. recently, the following item appeared:

"The members of Bay City Lodge feel very grateful to Mr. Samuel Kahn, President of Market Street Railway, for a great courtesy extended our Lodge and one of our members. We deeply appreciate it, Mr. Kahn."

* * *

Bridging a gap of six thousand miles between San Francisco and Shanghai, the American Telephone and Telegraph Company on May 19 inaugurated a radio telephone service between the United States and China, marking the seventieth country to be brought within the reach of Bell system subscribers. The weekday rate between San Francisco and Shanghai for three minutes is $21 and on Sundays the rate is $15.

Here's a new game to try next time the party lags.

Ask your friends to see how many of the telephone exchanges they can name. Most people are astounded to learn there are twenty-nine of them. Here is a list in case of dispute:

Atwater	Market
Bayview	Mission
China	Montrose
Delaware	Ordway
Douglas	Overland
Elkridge	Prospect
Evergreen	Randolph
Exbrook	Skyline
Fillmore	Sutter
Franklin	Tuxedo
Garfield	Underhill
Graystone	Valencia
Hemlock	Walnut
Kearny	West
Lockhaven	

* * *

The voters of Los Angeles voted down the proposal to form a Public Transportation Department on a campaign promise to charge a maximum fare of five cents for bus transportation. Evidently the people are beginning to realize that political bargains cost the taxpayer money when it comes time to pay interest.

* * *

Transit Journal News says: "Abandonment of two-man operation on the Amhertsburg Railway and Tecumseh runs of the Sandwich, Windsor & Amhertsburg Railway in Ontario, has been announced by S. E. McGorman, chairman of the board of management. Operation of one-man cars will not result in any layoffs, but men affected by the change will not be replaced when resignations occur."

* * *

San Francisco ranks second only to Washington, D.C. among all cities of the United States in the concentration of telephones with 35.5 per 100 population, compared to 36 in Washington.

The first new bus service entering San Francisco over the San Francisco - Oakland Bay Bridge came on May 8, when the Key System started their three lines from Richmond, East Oakland and Hayward and San Leandro. These busses stop at Fourth and Mission Streets in San Francisco and furnish direct service to these three outlying terminals. The busses are all new equipment painted the "Key" orange and are fast and modern in every way. The San Francisco terminal may be reached by any car passing Fourth and Market streets or any Mission Street car.

Up to June 15, 364,255 vehicles paying more than $195,000 crossed the Golden Gate Bridge. The travel time between cities in Marin County and downtown San Francisco has been cut approximately in half.

San Francisco is the mining center of the Pacific Coast. Gold, silver, lead, copper and zinc mines in Northern California, according to the United States Census, numbered 2,144. The combined value of 1935 production amounted to $27,758,649 or 91 per cent of the State's grand total. These mines employed 11,255 men, who were paid $10,715,633 in salaries and wages, or 90 per cent of all the wages paid by the metal mining group in California. The expenditures for supplies and materials amounted to $6,647,050, or 89 per cent of the State's total for the industry.

A bill has been introduced in the Senate to authorize the appropriation of $7,516,000 for the construction of additional buildings and for the rehabilitation of the present San Francisco Presidio buildings.

Construction costs for a six room home have advanced 13.32 per cent in San Francisco during the past year, according to the Editorial Research Reports.

SOME JULY DATES

July 3, 1903. The first cable across the Pacific Ocean, from San Francisco to Manila was completed.

July 5, 1813. The gas meter was first introduced by Samuel Clegg.

July 5, 1845. J. Taylor invented an air operated fog horn which he called the "telephone".

July 6, 1785. By an act of Congress the United States adopted the decimal system of money.

July 7, 1847. The state of Illinois abandoned the state owned railroad after a loss of some fifteen million ($15,000,000.00) dollars.

July 7, 1855. The first locomotive to operate in the state of Iowa arrived in Rock Island today. It was named the Antoine LeClaire.

July 11, 1838. Robert Davidson ran an electric street car on standard gauge track.

July 13, 1864. The first steel rail to be manufactured in the United States was made in Illinois today.

July 14, 1906. The first double deck motor busses were put in service in New York City.

July 20, 1835. The City of Washington, D.C., witnessed the arrival of its first railroad train.

July 25, 1931. The longest street car line in the world was completed in Chicago today. This line was then 21 miles long.

July 28, 1862. The first official United States Railway Mail Car was put in regular service today.

July 30, 1920. The first air mail service between New York City and San Francisco was started today.

July 30, 1887. When William Gray invented the nickle-in-the-slot telephone, we think he started the fare box for gate collections.

July 31, 1809. The city of Philadelphia saw the first practical railroad track demonstrated.

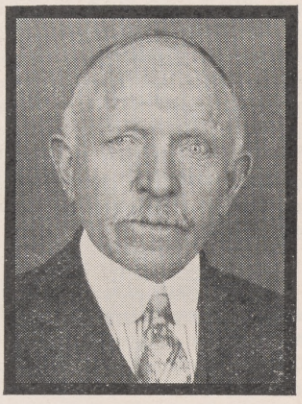
The Razor

"What did you shave with this morning?"

"My wife's pencil sharpener." — El Paso World News.

In Memoriam

WALTER BERMINGHAM, for many years track foreman in the Engineering Department, passed on Sunday, June 20th, 1937, after an illness of one day.



Walter Bermingham
1868-1937

Mr. Bermingham worked Saturday, the day before his death and apparently was feeling well and in good spirits. He was suddenly stricken that evening at his home and was taken to the hospital where he died the next day.

Walter, as he was known by his many friends and co-workers, had an exceptionally long and faithful record and was a man endeared to all of us by his friendly personality and his unceasing devotion to duty. He was a man we called for when some unusually complicated cable track job appeared that required particular skill and experience and he never failed to make good at any job he was assigned to. Walter was one of the very few remaining reliables of the old school and a man we all will greatly miss, not only for his skill as a track man but for those kindly traits in his character that made us think so well of him.

Had Mr. Bermingham lived one more year he would have been on the company's half century of continuous service honor list. It was his hope that he would achieve this record but the Great Reaper has willed otherwise.

He entered the service of the company June 13, 1888, as a cable track employee and continued working on cable and electric tracks and other construction work from that date until his death, a record of forty-nine years of continuous service.

Much of his time after the Fire of 1906 was on the special construction of cable machinery street work, powerhouse work and our bitumen plant at Market and Valencia Yard. He was made a foreman during this period.

We extend our sincere sympathy to the family of Mr. Bermingham and join with them in mourning for one we thought much of.

Henry W. Blouin—1874-1937

Henry Blouin, line foreman, passed this life on June 30, 1937. Born in Canada, November 8, 1874, he came to this country many years ago, and after a trial at different jobs, finally entered the service of the Company in the Stable Department. He then transferred to the Overhead Line Department on May 3, 1911, where he had worked steadily until his death.

Henry will be forever remembered, by his fellow workers, for his ever abundant supply of stories, that he so good naturedly told to the merriment of his listeners. We shall sadly miss the friendly smile and words of cheer that he had for all of us. To his bereaved wife, Mrs. Lillie Blouin and relatives we extend our sincere sympathy.

Frederick T. Brandt—1878-1937

Frederick T. Brandt, motorman of the Twenty-fourth and Utah Division, passed suddenly June 27, 1937. He had worked through the week just ended and none suspected that they would not see him again when he returned to his home at the close of the day.

Brandt was a native of Switzerland, born January 12, 1878. He had been with this Company continuously since March 17, 1919. He leaves to mourn his passing, his widow, Anna Mae Brandt, two children, Mrs. Martha O'Hare and Fred Brandt, other relatives and a host of friends. We join in extending our sincere sympathy to his immediate family.

Walter Edward Haslam—1873-1937

Walter Edward Haslam passed suddenly July 5, 1937. He has been an employee of this Company at Sutro Division since September 15, 1910 and in his quiet way, made many lasting friends. He leaves a widow, Mrs. Gertrude Haslam and daughter Mrs. Bernice Alpi to mourn his passing. Haslam was 62 years of age. To his widow and friends we extend our sincere sympathy.

THE generous who is always just, and the just who is always generous, may unannounced approach the throne of heaven.—Lavater.

Superintendent of Equipment Department

By MRS. JEANNETTE SORENSON

A La Winchell: Flash, San Francisco

Owners of Plymouth cars, Rudy Kratke can make San Jose in 20 minutes, Monterey in 1 hour, 20 minutes and expects to make Alberta, Canada in 24 hours and no relief driver. Believe it or not.

Joe Bordin says when he was in Canada he couldn't travel that fast with his dog and sled, but of course Joe was looking for gold and not speed records.

Audie Call of the Car Building Department is at the St. Francis Hospital, having undergone on operation for appendicitis. Is getting along very nicely and visitors are welcome.

Mr. Wilson, our watchman, is still in the hospital, but improving slowly. Mr. Kelly and Mr. O'Toole are at home again, after being in the hospital for awhile, but not able to return to work as yet.

Mr. Haug is on his vacation at present, and is spending it at his summer home at Tanglewood.

Mr. Henry, our genial clerk, is leaving for his vacation at the end of the week, and expects to spend it in the south. Also within another short week Sam McCormick, Mrs. Mac and Gee-Gee are going into retirement at their summer home in Los Gatos.

The Ovation

Stage Hand: "You received a tremendous ovation; they're still clapping. What did you say?"

Actor: "I told them I would not go on with my act until they quieted down."

Not So Gullible

In Rochester there's an office building with no mail chute, and you have to go downstairs to post letters.

One of the bond outfits there got a new office boy and gave him some stuff to mail. He was gone a long time and it developed he'd been to the post office. "You don't have to go there to mail letters," one of the partners told him. "You mail them downstairs in the lobby."

The boy looked as if he thought he was being kidded. "Nothing doing on that one," he came back. "The lobby's in Washington. — Investment Dealers Digest.

First Hand Knowledge

"Why have you pitched that tent in your back yard?"

"Well, I've a large family and I'm persuading them to take turns sleeping out-of-doors. By the time I get through nobody will want to go camping next summer."

Even

"What's a joint account, pop?"

"It's an account where one person does the depositing and the other the withdrawing."

Caveat Emptor!

"To Whom It May Concern:

"Any person or persons buying property owned by me will do so at their own risk."—Notice in Newfoundland paper.

General Office Doings

By Mrs. Rubye McTigue

Let us endeavor so to live that when we die, even the undertaker will be sorry.

—Mark Twain.

Leonard V. Newton, Vice President, spent several days in Hollywood, California, during the week of June 14th, where he attended the Pacific Coast Regional Bus Conference of the American Transit Association, and the Once A Year in Los Angeles meeting of the Pacific Railway Club.

* * *

Earl Ryan, Editor, attended the "University of Advertising" convention of the Pacific Advertising Clubs' Association, June 13th to 17th at Salt Lake City.

Mr. Ryan came back possessed of a small gold engraved medallion, presented him for a three-minute speech made during the convention. Incidentally, Mr. H. B. Mills, is worthy of receiving a pat on the back for the success of his former pupil of the Market Street Railways Public Speaking Class.

* * *

W. S. Wilmarth, Claim Adjuster, is a very proud father these days since his son, Eugene, had his dream and ambitions realized in winning his bid to Annapolis.

He left here June 9th to take the physical examinations. Word has since been received that he is fit and that he has passed all the necessary requirements.

* * *

Viola Peterson spent the week of June 7th pleasantly visiting relatives in Tracy.

The AUDITING DEPARTMENT will get you if you DON'T WATCH OUT!

Now Burns has gone, where the good boys go,
To that floor above; we, here below,
Will miss his patter, the nicknames too,
His stay was short, the days too few.
Oh! Mr. Engels, if you please,
We're asking you on bended knees,
Let Jensen stay with us a'while
We like this studious lawyer's style.

From

Engagi, Prestige, May Flowers, Peg Arm, Hooded Terror, Rhubarb.

* * *

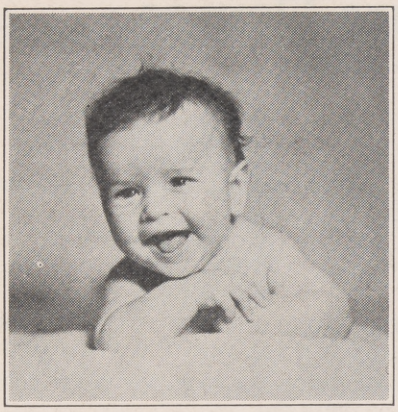
To explain the above, our friend Roy Burns, was promoted to the Auditing Department recently and Pat Jensen, former mailman, has since assumed the title of Clerk of the Commercial Department in Roy's stead.

Pat sez: Roy should have stuck to his job in the Commercial Department until he had his scrap book pasted up.

* * *

Several persons remarked that Dorothy Cohelan looked remarkably stunning in the blue outfit she wore at her sister's wedding recently.

Methinks little Dorothy has been hiding her light under a bushel of clothes.



Above is Wee Willie Warnke, age six months and future candidate for the White House, year 1972. Father Warnke is of the opinion that Willie is the White Hope for the Yankees, and coming threat to Joe Dimaggio, reigning king of swat from the Bay region.

Whatever he chooses for his avocation, we are sure of one thing; that he will have to go some to be the heartbreaker his dad was, in his courting days.

* * *

Get the old Welcome mat out again and extend the glad hand to Lester Kenna Wells, the young man delivering the mail.

In accordance with his wishes, he will be known as "Ken" from this date and, since he comes all the way from Alameda to us, we hope his stay will be a pleasant one.

We hear that our very young friend from Alameda became confused in his duties, during his first few days, and tried to deliver some mail on the 8th floor.

Maybe a sunbath on the roof prompted the expedition.

* * *

The Haven

"How I long to go away and hide, completely cut off from the rest of the world!"

"J'ever try a telephone booth?"—Pastime Scrapbook.

From a definite source comes the information that little Betty Robinson, of the Claims Department, is very much interested in Oscar.

No, we don't mean Oscar Gruter, who is also of that department, we mean the boa constrictor named Oscar that is now roaming loose in some San Francisco park.

While the young lady industriously clips and saves all newspaper columns devoted to Oscar's lostabouts, let us pause to warn her that "A snake in the bush is better than a snake in the grass."

* * *

We didn't know we had such a rabid movie fan among us until—

Coming in at 10:30 one morning, Irene Hawks gave the excuse of meeting a "friend" on the Steamship "Lurline".

The evening papers that day carried the story that the prize package the Lurline was carrying was, the more or less, famous movie star, Robert Taylor, so we have our own opinion.

* * *

The Description

"Mose, can you explain wireless telegraphy to me?"

"Yessuh, it's like dis: Ef you-all had a long, long houn dawg, an' he s retched from Cincinnaty to Cleveland, and you stept on his tail in Cincinnaty he would howl in Cleveland. Dat am telegraphy. Only in wiahless you does de same thing without de dawg."

* * *

Etiquette in Daily Living

Green had no table manners
Before he wed Miss Binns;
He learned them after marriage,
But 'twas hard upon his shins.

* * *

Peak of Achievement

"Smith is a fine salesman. Last week he sold a refrigerator to an Eskimo."

"That's nothing. A friend of mine once sold a book on 'Self-Confidence' to Mussolini."—Answers.

Vacation News

Mr. I. Montgomery visited his mother at Fort Bragg the last week of June.

Our friend, Earl Swensen, met disaster up at Lake Tahoe, where he went with his family for a week's vacation.

While he and his sister were horseback riding, a snake frightened their horses and threw Earl, who suffered a badly broken forearm.

This accident put the end to a vacation which had only three days start, which is considerably hard lines.

Orlo Curtice's little daughter, Elena, graduating from the 6th grade this semester, received a beautiful present from her parents. A delicate little pendant, in the form of a pansy face, colored with its true shades, small diamonds shining in the heart of the flower on a finely wrought gold chain, is a poor description of a perfect gift.

The week of June 19th found Mr. and Mrs. Joe Reardon of Room 721 off by train to Detroit.

There they expected to take delivery of a new Dodge car, to make the return trip.

Eula McVicar, of the Auditing Department, went to Santa Cruz to a convention. From there she went to Los Angeles, returning with lots of conversation and quite a pleasant color.

Ingredients for a scandal:

Fred Helms plus sweet peas equals Ruth Henderson.

This by way of warning to you, Mr. King.

Rose Mays, the patient lady of Room 640, put a feather in her hat and hied herself down to Los Angeles, to visit her sister to spend the 4th of July in excellent company.

Baseball Scores for May and June

May 9th.

Luxor Cabs 5; General Office Team, 2.

May 16th.

General Office Team, 3; Bear Photos, 2.

May 23rd.

Hyde Street Market, 9; General Office, 2.

June 12th.

General Office, 8; Pacific Can Company, 5.

(Wonk pitched, how could they lose.)

June 19th.

General Office, 9; Bank of America, 3.

(Among the interested spectators was George Engels, accompanied by his father; also James J. Adams, who cheered the home team.

Leroy Peterson and Ben Gane divided the chores in Right Field and show promise of being regular fellers.)

June 26th.

General Office, 12; Bethlehem Steel, 9.

(Looks like nothing can stop them now.)

We SOMETIMES meet an original gentleman, who if manners had not existed would have invented them.

—Emerson

Better Offer

The tramp walked into the pawnshop. He removed his ragged topcoat and placed it on the counter.

"How much," he asked, "can I get on this coat?"

The pawnbroker eyed the garment from a distance.

"That! Why, I wouldn't give you two cents for it!"

The tramp picked up the coat. "You'll have to do better than that," he said. "The guy across the street said he wouldn't give me 10 cents for it!"

As Others See Us

Conductor Wm. W. Reinhardt Commended for His Courtesy

Miss Bernice Holmes, 3600 20th Street, telephoned commending Conductor No. 1811 of the No. 9 line, for his courtesy and helpfulness.

Miss Holmes boards the car about 10:15 or 10:30 A.M. at 20th Street and states that this conductor is always especially courteous and pleasant in his manner.

Commercial Department.

* * *

Conductor D. S. Gratke Commended for Many Attractive Qualities

Dear Mr. Mills:

Your No. 40 line Car No. 1228 reaching Palm Drive at 3:27 today.

The conductor of this car should be commended for his uniform courtesy, quick action and accurate knowledge of what to do and when to do it.

And I am always,

Very truly yours,
Henry J. Dickinson, Agent,
815 Edgehill Drive,
Burlingame, Calif.

* * *

Paragraph from San Francisco Nite by Nite Printed in Mission Progress, June 11th. Speaks Kindly of Conductor Bacher

"And this week's honorary mention goes to Conductor 1645 of the No. 9 (Valencia Street) line for the polite and efficient way in which he assists elderly people on and off his car."

Commercial Department.

* * *

Excerpt of Letter Brings Praise to Inspector Philip Gentile

Gentlemen:

Awhile back I had a little experience of which I think you should be appraised. I am an elderly woman with impaired vision but nevertheless I do a great deal of going about on street cars and courteous service means so very much to me.

I met a patient well-informed one of your employees, who listened to me and started me aright. I commend him to you, on inquiry I learned his name is Inspector Phillip Gentile, 5th and Market, Badge No. 80. Such men are invaluable in public service.

Thank you.

Mrs. Mary Parkhill,
1542 Waller Street.

Gripman L. E. Walker's Smooth Operation and Courtesy Receives Praise

Mr. Dick Wood, 1824 Jackson Street, telephoned commending Gripman No. 28, of the Powell-Jackson cable line, for careful and smooth operation of his car, also for his courtesy to passengers.

Commercial Department, Room 640.

* * *

Kindness and Courtesy of Motorman E. Tanner Not Forgotten

I wish to express my appreciation of the courtesy shown my little girl this afternoon.

It was on a 12 car about 3:40. She took the car at 24th Street and Mission. She should have taken a 14 car but she went to the motorman on that 12 car, told her trouble and he gave her a dime to get home on. I want to thank you again.

Mrs. H. P. Andre,
870 Huron Avenue.

* * *

Conductor C. B. Williams Rates "A-1 Plus" With One of His Patrons

Dear Mr. Mills:

I want to say a word or two in distinct approval of the Conductor of your No. 40 car No. 1239 reaching Burlingame at 5:10 p.m. today, June 11th, 1937.

I would say that this man's work could not be improved upon, he is thoughtful of his passenger's comfort, helps the "kiddies" off and on his car with pleasant cheery words, and does his best to see that his passengers are as comfortable as they can be made. In my opinion, he is "A-1" plus.

Very truly yours,

Henry J. Dickinson,
815 Edgehill Drive, Burlingame, Calif.

* * *

Motorman F. Foster's Fortitude, Under Stress of Duty, Remarked and Commended by Onlooker

Mr. C. G. Atwood, 3324 Washington Street (Telephone WEst 1741) telephoned stating that a passenger on a No. 3 car was criticising the motorman about the operation of his car; that he stood right behind him and made a memorandum, saying he was going to report him.

Mr. Atwood said there was a lot of traffic on the street along about Leavenworth, and motorman was doing the best he could, apparently; that he thought he was doing a very fine job and there was no excuse for the remarks the passenger made. He was sitting right in front.

This happened about 2:00 P.M., Thursday, May 20th, car going inbound. Motorman No. 134.

Commercial Department.

Operator J. Monteleone Receives Commendation and Thanks of Patron

To whom it may concern:

On Saturday morning, I boarded the 22 car at 23rd Street car barn en route over the Fillmore line.

There I met a man whom I do not know, who was very much intoxicated. He used quite a bit of abusive and unfit language towards me, being as I was in uniform. At any rate, it was uncalled for and your conductor 404 on that car gave this man repeated warnings concerning his language and told him he would be obliged to put him off if he did not stop it. Ladies also came aboard the car and it became necessary for the conductor to put the drunkard off at Bryant and 16th Street.

Conductor 404 deserves a promotion or a worthy consideration for his loyal example towards his fellow citizens. Thanks for his deed.

Respectfully,

Christian Edmundson,
Sgt. Co. D 30th Infantry P. S.F.

* * *

Courtesy of Operator W. R. Laughlin Not Overlooked

Dear Sir:

On Sunday, May 23rd, I got on the No. 15 car and purchased a pass and instead of handing the money or 20 cents to the motorman-conductor, dropped the money in the box.

I promised to write sooner, but through an oversight overlooked it.

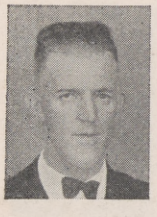
Therefore, will you kindly make the necessary adjustment with your courteous motorman, his number is 2366 and very much oblige,

Yours truly,

E. H. Stone,
Room 302, 79 Post Street.

* * *

Community Group Commend Operator S. Wade, Courteous at All Times



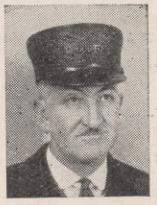
Dear Sirs:

We wish to highly commend bus operator No. 1332 on the Potrero Hill bus line. He is always cheerful and pleasant and seems to be willing to put himself out for the convenience of his passengers. We think that a person serving the public in this manner deserves commendation.

Respectfully yours,

Margaret R. Canfield,
Julie G. Bishop,
Arlene Chapp,
Mary E. King,
Stanford Pre-Kindergarten,
824 Carolina Street.

A "Thank You" Brings Favorable Comment to Conductor V. C. Boyer



Gentlemen:

On May 10, 1937, at 7:50 a.m. I took your Car No. 107 at 15th and Market Streets, and upon placing the nickel on the respective receptacle, the conductor, No. 1573, replied with a smile: "Thank You". The same "Thank You" was extended to those who entered after me.

Having traveled daily and continuously on the street cars of our city for the past 46 years, without experiencing such agreeable sensation, the gentleman (1573) although unknown to me, deserves these simple lines of appreciation.

It is indeed a pleasure to travel with such material and sociable comfort.

Hoping that you will transmit to No. 1573 my sincere congratulations, I beg to remain gentlemen, with the assurance of my highest consideration and due respect.

Yours very truly,

Felix F. Trigueiro,
464 California Street.

* * *

Operator Sam Dudune's Kindness and Good Judgment Meets Approval of Onlooking Patron

Dear Sirs:

We took a ride on a 16 car, Run 7 today, wish to commend your Motorman No. 2426 for his kindness to old people, twice during our trip he showed such kindness to the old, he also had a mean drunk but got along fine with him.

Yours truly,
Mrs. John Tooker,
120 Sanchez Street.

* * *

Operator G. D. Shipper Commended For Good Judgment and Courtesy

Gentlemen:

You certainly have at least one fine operator on the Polk and Larkin Line! Last night, April 29, 1937, I boarded the car at North Point and Polk Streets, and I was greatly impressed by the kind and gentlemanly manners of Operator Number 2045. A man boarded the car at Broadway about 8:05 P.M. last night and deposited a one cent coin in the fare box instead of a nickel. The Operator called the error to the attention of the man. The man produced a dime to the Operator and demanded that he receive 6 cents change. The Operator informed this man that he did not have a penny but to deposit the nickel. This man began to yell and use such harsh language that it made my ears ring, but the operator only listened and held his temper like all gentlemen should do.

Such a fine operator, I can assure you, is an asset to your company and I wish all the employees of the line were as courteous as he.

Yours truly,

Mr. Frank Johnson,
35a McCoppin St.

Unusual Courtesy of Conductor J. Navarra Noticed

Gentlemen:

A brief word of commendation for the many courtesies I noted extended by Conductor 624 to passengers, while riding up Market Street recently.

Not only that but he has a nice way of soliciting business for your line. Apparently he is a business getter.

There is a double reaction, not only of good feeling, but of "certainly I will be glad to patronize you" when a conductor reaches out and says, "Can I help you on with your basket" and other invitations of a similar nature which I noted quite invariably turned the traffic to your line.

Cordially yours,

O. J. Lacy, President,
California Western States Life Ins. Co.,
Sacramento, Calif.

* * *

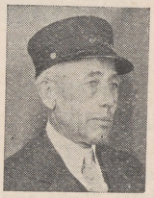
Conductor George Hennesey Gets Good Interest For Kindness To Passenger

We are in receipt of a memorandum to the effect that on Thursday, March 18th, a passenger (Dan Marelich of the Sheet Metal Shop, 642 San Bruno Avenue, San Bruno, Calif.) boarded a San Mateo car and found he lacked 15c of having fare enough to get home. Conductor George Hennesey advanced the fare and later received a check for fifty cents from Mr. Marelich in return for his kindness and consideration.

Commercial Department.

* * *

Courteous Service of Conductor Max Becker Wins Attention



Dear Sirs:

This morning I made two trips with Conductor 1913 on the Valencia Street line. I couldn't help noticing how very courteous he was, whether with old people getting off cars or younger ones seeking help to find the best way to their desired destination.

Yours truly,

Miss Lucy G. Whitwell,
334 Lexington Street.

* * *

Operator L. Campisi Commended for Courteous Service to Elderly Lady

Gentlemen:

On behalf of my mother, who is both feeble and elderly, I wish to commend the services of your Motorman No. 2093 (No. 19 car) who has been most courteous in aiding my mother to both board and leave the car. The conductor's manner portrays his gentlemanly characteristics and should be brought to your attention.

Realizing that comments of this kind are helpful to you in an endeavor to maintain high standards prompted this recommendation.

Yours very truly,
(Miss) Ann Hillebrandt,
903 North Point Street.

Colonel Henry Marison Byllesby Post No. 3000

VETERANS OF FOREIGN WARS OF THE UNITED STATES
MEETS—SECOND AND FOURTH FRIDAY EVENINGS
WAR MEMORIAL BUILDING—HALL 311

COMMANDER H. PFEIFFER	QUARTERMASTER H. E. COOLEY		JUDGE ADVOCATE E. L. McCONNAHA	TRUSTEES
SR. VICE COMMANDER E. H. JEWELL	ADJUTANT G. MELIKEAN		OFFICER OF THE DAY R. L. EMERSON	R. A. LION M. R. ALLEN
JR. VICE COMMANDER T. E. WILLIAMS	CHAPLAIN G. I. MATTSON		SURGEON S. SEIGEL	T. G. TYERS

G. T. TYERS, *Correspondent*

Two of our Post Delegates to the Department Encampment at Oroville, California, arrived at this Encampment Sunday morning. Our District Inspector, Comrade Eddy Jewell, and our Department's Delegate at Large, Comrade Sammy Siegel, stayed through the entire encampment. Our Adjutant, Comrade Melikean, arrived here in the afternoon, all reported plenty of heat and when they said plenty, they meant PLENTY OF HEAT.

Comrade Jewell claims the best thing that he found in Oroville was the cooling waters of the Feather River where he went swimming when the weather refused to cool off and allow him to go to sleep.

Both Delegates reported that it was easy to obtain complete housing facilities this time. At past Encampments it was a problem to find a place to stay.

NOTES FROM THE DEPARTMENT ENCAMPMENT

By District Inspector, Comrade Eddy Jewell

Our Department Commander is Comrade Jim Flemming from the Pasadena Post. Our Department Senior Vice Commander is Comrade Bill Wilson from the White Squadron Post of San Francisco. Our Department Junior Vice Commander is Comrade Kirksetter of San Diego Post. To these hard working and sincere Comrades we of Colonel Henry Marison Byllesby Post wish you all the success and the best of luck for the coming year. We will do our very best to help you with any program you find necessary to make our Department one that will lead all others in the National Organization.

Our 6th District Commander is Comrade Sam Herman of the Joseph E. McQuaide Post of San Francisco. Comrade Herman is one of our hard working local veterans and we wish you the best of luck and all the success possible in your new chair.

This encampment was a grand success, showing that this Department is making very rapid progress towards becoming the largest and best one in the National Organization. We had a very good attendance in spite of the heat which reached 116 degrees at times in the encampment hall.

The fight for the office of Department Commander was a very close race. Post No. 1010 was backing Comrade Okie Taggart of Bakersfield, but the southern half of our State was able to place their man in the chair. The same clique that endeavored to win the chair for the Commander then tried to run Comrade Spicer for the Senior Vice Commander's chair against our worthy Comrade, Bill Wilson. In both endeavors to place their man they were beaten and passed their vote when their time came. Comrade Spicer

then dropped out of the race leaving a clear field to Bill. We take great pride in Comrade Bill Wilson as, he so often says, we feel like Bill belongs to us as he worked on the front platform of our cars at one time.

The office of 6th District Commander was a very close race at the finish in the 6th District Caucus. Comrade Herman and Comrade Jennings were the nominees. Comrade Herman hails from the McQuaide Post of San Francisco and Comrade Jennings from the Old Glory Post of Daly City (one of our neighboring suburbs to be). Comrade Houston was not nominated due, no doubt, to his failure to make up his mind. The final vote, 75 for Comrade Herman and 72 votes for Comrade Jennings. It was the vote of our Post that put Comrade Herman in office as we were the last to vote and our five votes put Comrade Herman over.

Emeryville Post No. 1010 won the Drum Corps Drill in Class A. Joseph E. McQuaide Post No. 1205 won first place in Class B and $100.00.

Col. H. M. Byllesby Post No. 3000 won Honorable Mention by the Department for a gain in members in the membership drive for last year. Department Headquarters will notify the Post in writing. This is a very nice way of recognizing our efforts to help the Department drive. Let's go after one of the big prizes next year. It only takes a new member for every member in the Post to set a record for the year, that's not hard to do.

The Department Parade was very nice. Sammy and I marched the whole distance, which was about six blocks long, with the thermometer in the neighborhood of 110 degrees. The cooties gave a nice laugh to the crowd watching the parade.

The Degree Team competition was won by the South Gate Post. The Fidelity-Sterling Post of San Francisco, Comrade J. Azevedo, Captain, received the second prize. Everyone who saw this contest claims that Captain Azevedo's Team should have received first prize, but the judges gave it to the South Gate Team. Too bad, Gene, we wanted you to receive the first prize.

One of the interesting sights of Oroville is the Convention Hall. This building was built out over the Feather River.

Again we had the same old gag about the weather. "You should have held it last week, it was very nice and cool then. Yes, it is a little warm now."

We took the Golden Gate Bridge route instead of Route No. 40, thus avoiding the heavy Valley traffic.

The Department Encampment for 1938 will be held in San Jose, California. This will allow the members from the sixth district an opportunity to attend the encampment and still enjoy the cooling breezes of San Francisco.

The most amusing incident of this convention was that everyone there was wearing a badge that read, "Death Valley in 1938." The last few years we have been holding our conventions in cities that are noted for their warm climates. So every one went in for the "Death Valley Badge" to top off the hot weather program. Even Death Valley Scotty was there with an offer of $150,000 as an inducement to hold our convention in Death Valley. When it came time to vote, though, a telegram arrived stating that all facilities of Death Valley had burned down. This drew a big laugh and the fight then was between Los Angeles and San Jose. So as we parted it was "I'll see you in San Jose, in 1938."

THE LADIES' AUXILIARY
By Elsie Melikean

We had the pleasure of welcoming into our midst a new member, Lucy Himes, and we trust her affiliation with our organization will prove an enjoyable one.

We are indeed happy of our reports that Comrade Tyers is well on the road to recovery after his long illness.

Together with other V. F. W. Auxiliaries of Northern California, we had the pleasure of entertaining our National President, Sister Gladys Mooney, on May 17, 1937, with a banquet in her honor at the Western Women's Club and a Mass Meeting after in the Main Auditorium of the Veterans' Memorial Building. Many notables among various Veteran organizatios were present.

Sister June Himes again honored our Auxiliary by having the best receipts on the first day of the Buddy Poppy Drive. That's the spirit, June, keep up your good record by a recurrence next year.

Congratulations to Sister Nell Pfeiffer and June Himes on their election as Delegates and Mercedes Derriso and Gladys Tyers as Alternates to the Department Encampment to be held in Oroville June 27th to July 1st, inclusive.

We are sorry of the report of illness of Past President Margaret Blacklock's daughter and we hope her recovery will be a speedy one.

Plans are in progress for a whist party to be held jointly with the Post on August 27th, so don't forget to keep this date open and we will assure you a most enjoyable evening.

Our Auxiliary should endeavor to help our new Department President in her drive for new members. Can you not spare an afternoon to visit a prospective member and induce her to join? By so doing you will have not only helped your Department to increase its membership, but will have increased the Auxiliary attendance. Let's cooperate with those who are trying to increase our membership and do it immediately.

OUR POST COMMANDER'S COLUMN

On Friday evening, June 18, 1937, the Veterans of Foreign Wars of this State received the news of the sudden death of our Department Commander, Comrade George F. Imback, from a heart attack. The loss of our Commander just nine days before the Department Encampment was a severe blow to all of us. Only those who had a close contact with this Comrade know what he has striven to do and what he has done for this Department. He worked day and night and his efforts to bring the California Department of the Veterans of Foreign Wars in good standing with the National Organization has brought remarkable success. Only a man with his remarkable courage and ability could have shown the way. To his ability we can at this time pause for a moment to resolve to carry on to a finish the work he has so ably brought to a near finale.

Comrade George F. Imbach was laid in State at the War Memorial Building at Richmond, California. The Memorial Services were held on Sunday evening, June 20, 1937, at 8 P.M. The Ritualistic Work was conducted by Emeryville Post No. 1010. Many officers and comrades from all over the State of California were present at these ceremonies. The number of floral pieces presented shows only too well our Commander was loved by all.

The funeral services were conducted on Monday June 21st, at 2:30 P.M. from the War Memorial Building at Richmond and nearly every band, drum corps and drill team were present. All organizations of which our Commander was a member also turned out in full force. It took nearly

three hours for the friends and comrades to pass the bier; a continuous line moving slowly to get a last glance of our dear Commander. Our Comrade is in the hands of our Heavenly Father, "God giveth His beloved sleep." Let us ever stand ready to answer his call.

On Saturday night, June 12, 1937, the County Council of the Veterans of Foreign Wars had a very nice dance for the benefit of our Sons Corps which has been recently organized. The dance was a great success and a very substantial gain in funds for our Junior Organization. The funds are to be used in the near future for caps and uniforms for the Sons. These youngsters are very proud of their work and we should back them up in their every undertaking. May I suggest that when they have an undertaking that we all make an extra effort to help them sell their tickets or to buy an extra one for ourselves to help along their good work? Remember their success helps us in many ways. It advertises our organization and helps in our recruit work. It makes it possible for families to attend the meetings while their children are attending their own organization.

Our Post Chaplain reports that those Comrades on the sick list are well on the road to recovery at this writing. Comrade Tyers requests me to thank you all for your visits and phone calls. He reports that the time hangs heavily on his hands and the many books, cards and flowers were appreciated.

At the last meeting of our Post, a very enjoyable evening was in store for all. The Fidelity-Sterling Post No. 97 put on the new Degree Work and any member who missed this will regret it. This team certainly knew their Ritual. At this time I wish to thank their Captain, Comrade J. Azevedo and the members of Fidelity-Sterling Post No. 97 who took part for their wonderful showing and cooperation. I wish them all the best of success at the Department Encampment and hope they bring back the first prize. The work put on by this team is impressive, you should lay off to see their next drill at our Post, this way you can see their splendid and colorful working.

To those Department Officers who have finished their work for the past year may I thank you for all the courtesies shown this Post. To those of you who are carrying on may I say that we are hopeful of the same splendid cooperation that you have so willingly given us in the past and we will gladly offer all cooperation possible for the future from our Post and myself. May I add that this Post will endeavor to add to its membership the numbers you request for a successful year and if possible over subscribe that number.

Yours in Comradeship,
Henry Pfeiffer, Commander.

* * *

Better Than Fourth of July

Sister: "Freddy, don't you think you'd better go to bed now?"

Little Brother: "No, I want to stick around and see your friend explode first."

Sister's Boy Friend: "Good gracious! Whatever can the child mean?"

Little Brother: "I heard Minnie tell Mamma you were about ready to pop!"

Fresh Butter Daily

"I've decided to make our own butter, dear. The grocery butter is so unsatisfactory," said Mrs. Youngbride.

"That so?" echoed hubby. "How're you going to make it?"

"Oh, I bought a churn and have ordered some buttermilk to be left regularly. Won't it be nice to have really fresh butter?" — Capper's Weekly.

Commendations

JUNE 1937

Division	Jan. to May	June	Total to Date
Geneva	5	7	12
Twenty-Eighth	5	3	8
Sutro	8	2	10
Third	1	2	3
Twenty-Fourth	4	1	5
Turk and Fillmore	3	1	4
Washington and Mason	3	1	4
Oak and Broderick	6	0	6
McAllister	3	0	3
	38	17	55

Commendations are up this month in comparison with the average for the five months this year. It is interesting to look back a year and find that we had 103 letters of commendation for the same period a year ago. This is almost double the number received this year to date. While riders have decreased some, there is very little reason for these letters to decrease fifty per cent. Can you offer a good reason for this change?

* * *

Complaints

JUNE 1937

DIVISION	Discourtesy	Fares	Transfers	Inattention	Total June	Total May
Third	0	0	0	0	0	0
Sutro	0	0	0	0	0	3
Twenty-Fourth	0	0	0	0	0	2
Twenty-Eighth	1	0	0	0	1	0
Turk and Fillmore	1	0	0	0	1	1
Washington and Mason	0	1	0	0	1	3
Geneva	0	1	0	0	1	3
Oak and Broderick	0	0	1	1	2	4
McAllister	0	0	0	4	4	5
	2	2	1	5	10	21

* * *

Inattention seems to hold the lead for all complaints. To say just what constitutes inattention is like the fellow who attempted to describe an elephant by saying, "Well, I know what they are when I see one." There are so many things a fellow might do which can be described as inattention that we need to be careful and not do things which bring us under this classification.

Remittance Record

JUNE 1937

Division	June	May	Rank in May
McAllister	61	54	1
Sutro	62	65	2
Valencia	73	76	3
Mason and Washington	80	78	4
Oak and Broderick	83	101	6
Fillmore	95	95	5
Twenty-Fourth	134	139	9
Third	142.5	131	7
Geneva	142.8	136	8
All Lines	99	100	

Remittance records from month to month, change very little. Geneva lost two places from last month, while McAllister decreased their lead by 7 points but were able to stay in first place by one point over Sutro.

MAY 1937

Division	May	April	Rank in April
McAllister	54	59	1
Sutro	65	75	3
Valencia	76	72	2
Washington and Mason	78	88	4
Fillmore	95	97	5
Oak and Broderick	101	98	6
Third	131	144	9
Geneva	136	138	7
Twenty-Fourth	139	139	8
All Lines	100	103	

McAllister and Sutro Divisions are again at the head of the Remittance record. They have sent Valencia to third place. Third Street jumped from 9th to 7th by increasing their standing by 13 points. The average for all divisions for the month is 3 points better than the preceding month.

The Skeptic

The small delivery boy was delivering to a new customer and had encountered a huge dog in the yard.

"Come in," said the lady, "he doesn't bite."

The boy still hung back. "Does he swallow?" he asked.

Only One Conclusion

"My friends," said the campaign orator, "I am full of uncertainty."

A number of people in the audience looked at one another and hoarsely whispered, "He must have been eating hash."

Sutro Surf Bubbles

By H. R. FRANKLIN,
Assisted by M. E. GUSTAFSON

Water rates, gas and telephone, telegraph, wages, and in fact everything you and I get or buy has gone up in recent years. Yes, that is true, all except the nickel we pay to ride the street cars in San Francisco. We would like to know how the adverse interests figure that this nickel is any larger or will buy more than any other.

Conductor W. J. Herlihy has no time to go places in the evenings now, because he is working nights.

Conductor "Mighty Atom" Bell also wears smoked glasses to get used to the daylight.

Twenty Fifth Avenue is a stop both ways. DO NOT FORGET.

Conductor A. H. Breen spent a week in Humboldt County with friends.

Motorman George R. Waltz was looking around for the cigars and no doubt has his dates confused. He is now the proud father of a daughter, born to Mrs. Waltz at 7:30 P. M., on June 30th, 1937, and the little lady weighed all of 9 lbs. Mother and daughter are getting along very well, and we wish to extend our congratulations to the Waltz family.

Conductor Robert Dutton, while his foot is still in a cast, is spending his time in the country, with his wife's folks. Hope you and your foot are resting comfortably, Bob.

Conductor Wells has a word of thanks coming, inasmuch as he was very helpful to a blind person recently, and very courteously assisted him to the sidewalk.

We have received a letter from our former Conductor C. L. d'Aix, who wants to be remembered to all the boys. It is our intention of wishing him luck in his new adventure.

Conductor T. W. Vilotti got a good scare, when he received word that his son was struck by an automobile, and hurried away in a taxi cab to find out. However, we are pleased to report that he was not seriously hurt, and Vilotti returned to finish his run.

Conductors Minihan and Schroder have returned from their trip to New Mexico, but have been too busy to tell us any of their experiences, except that Minihan waited until he returned to San Francisco, to get himself all sun burned, and had to take an additional three days to get over it.

Motorman E. R. Joynes has been very quiet about his vacation. To date, since his return, he has not spoken one word about where he spent it. Is there a lady in the case, we wonder?

Conductor R. J. Oestrich took a whole month off and took, as he says, a much needed rest. He looks fine and well rested and will be ready for steady work again.

Conductor W. R. Carson is having his tonsils removed, and this might be an advantage, in his announcing the streets and places of interest. Is that right, Bill?

Motorman G. E. Flom has had his vacation and no doubt made another trip to Los Angeles as that is his favorite resort.

Our former Motorman James Wiley is doing a very neat job of collecting at the Ferry Loop, and he likes it too.

Motorman Wm. Meyers took his annual leave of absence, but this year he is minus his motor car, having lost it over an embankment last year. What did he do without his car, or has he got another one?

Conductor W. F. Mason took time out, and was away for eight days, but managed to get back in time to enjoy the revenue transfers and get acquainted the first day.

Starter W. Luck spent a week in and around Oroville attending the Veteran's Convention.

Motorman E. Azevedo also spent several days in Oroville and captained his degree team in the ritualistic competition. He is a member of Fidelity Post No. 97.

Dispatcher Ralph Strawn is at present on his vacation and did not go very far, inasmuch as he has made several trips to the office during his leave. He generally has plenty of work to do around his home, which he everlastingly is improving.

It is with very much regret that we mention the loss of Walter Haslam, who has been in the employ of the Company for many years. Walter was taken from us by death on July 5th, 1937, and to his bereaved family we extend our heartfelt sympathy.

Shop Department Notes

We wonder how that wood pile of Tom Norton's is coming along, must have the garage nearly full, Tom?

Our car cleaner, Al Bradley, is spending his weekends at Lake County, what's the attraction, Al?

And so far, after all the promises we have had, there is still no fish coming along. Question (catch any) Answer (none running).

We wonder where Rosy, our genial car cleaner, is going to spend his week's vacation he is going to have.

How about Dick Morris, who is on a ten day leave, where will he spend his time and with whom?

Alec McBride Smith is doing a fine job substituting for Dick, and feels happy at being able to pinch hit in his place.

Winter's Wear

The family was discussing the wear and tear on things caused by last winter's cold wave.

"And we will have to have a new door curtain," said mother.

"Why a door curtain?" they asked.

"Dad wore this one out looking out at the thermometer," she replied. —Montreal Star.

His Orders

"Look here, my lad," said the village grocer, "for the seventh time this week I've caught you asleep in the shop. What do you mean by it?"

"Well, sir," replied the puzzled youth, pulling a much-thumbed piece of paper from his trousers pocket, "this advertisement says that you wanted a boy to sleep on the premises."—Toronto Globe.

Social Geometry

"Don't you know her? Why, she lives in the same square with you."

"Yes, but she's not in the same circle."

Third Street Division News

By J. J. CABBONE

Now that Operator C. A. Jackson has signed up on Army Street, he has more time for the crying towel.

The Official is now stationed at the S. P. Depot. For any information, see Operator A. Adams.

For a fashion-plate on ties—see Operator Sam Dudune.

Operator Gusie Stoltz would like to know if there was any way he could buy a one-way ticket.

The 25-cent pieces are coming in very slowly; have you given yours? What for? The Gilly Room fund, of course.

Starter Tobie Larsen is back again after a vacation of two weeks in the wilds of Oregon, hunting large game.

Why did the Fly fly? Because the Spider, spider.

Shop Notes

Shopman Chips Farrenkoff and family had a delightful trip all over the south. Chips can explain many fish stories.

Shopman P. Carey, who rides them wild and high, is Third Street's regular Cowboy.

Advice

In the elevator of a big store she noticed a very attractive poster advertising beauty treatment. Out of curiosity she asked the elevator attendant (a funny little Cockney) where the beauty parlor was.

He turned and gave her a good look, noticed presumably that she did not use makeup at all, and then said: "You don't want ter go there mucking your face about. Why not stay as y'are—plain but 'olesome?" — Troy Times-Record.

If any fixing needs to be done around San Mateo way, Shop Foreman Billy McGourty is the Kind.

Oh! Yes, did you see the Big One—Ask Shopman Hank Pierre to show you the Pluto.

Shopman P. Vogt is now buying hamburger. The reason, we don't know.

Night Foreman Jack Dwyer is getting his rods and guns all tuned up for his wild game trip.

What young operator in Third Division is expecting a blessed event. See grand-dad Assistant Dispatcher Shaw.

Operator Perry Price is getting ready to go into the wilds. Perry is a good huntsman.

Oh! Yes! Ask Night Dispatcher G. Bauman to show you some of the photos taken as The Fiesta King of the Valley.

Operator Bill Hutchings has at last found gold on his ranch up near Fairfax. It's now Red-head Bill.

The Exam. Period

A specter is a man who cheers a football team.

Meteors tell you how much gas you are using.

A hill is a piece of land with its back up.

At a wedding, spaghetti is thrown about.

A man who lives to be a hundred is called a centipede.

A cataract is a thing for throwing stones.

FORTUNE does not change men; it only unmasks them.—Reccoboni.

Turk-Fillmore "Truth and Fable"

By E. DUTCHER

Night Hill starter A. Graham has returned from his vacation down through the southern part of California. Says he had a splendid trip.

We think McArthur took out for the mountains this year on his vacation. Says he is going where he can get the genuine sun tan.

Operator D. W. Hurst and wife started on a motor trip back to their old home state of Alabama. We hope you have a very nice trip and a very pleasant vacation.

Operators Cornac and Bishop were on a fishing trip the other week-end and came home with the limit of bass. Bishop says they had a very nice time and the fish were biting good. Had lots of fun watching his boys get hold of some of the big ones; of course, there were a few they lost.

Shop Foreman C. Newman and family are on a motor trip back through the middle west states and up in Canada.

Employees, whose watches do not keep accurate time, should have Preston regulate them.

Will be at the car house in the evening every two weeks. —Adv.

Not Today

Wifey: "There's an old clothes man at the door."

Hubby: "Tell him I've got all I need."

THE practice of virtue does not consist in words; nor shall we ever by these alone enter into the Kingdom of Heaven.—FENELON.

Here is a list of the good money counters of the Turk and Fillmore Division for the month of May, 1937:

Bassillio, E.	Lyons, H.
Beall, C. E.	McCullough, J. K.
Beck, C. O.	McGovern, J.
Bernstein, J. A.	McLaughlin, C.
Bishop, R. C.	Matheson, W. F.
Brohman, J. J.	Mattson, G. I.
Burnett, J. W.	Monteleone, J.
Coverdale, R. T.	O'Keefe, A. J.
Devincenzi, A.	Olsen, J. H.
DuBose, C. C.	Oliver, W. H.
Elliott, J. L.	Regan, J. J.
Flowers, D. S.	Reynolds, B.
Gard, F. B.	Rosser, J. M.
Hardin, C. E.	Sentman, E. C.
Hester, I. D.	Smi h, D. C.
Hutchison, W. D.	Smyth, T.
Jones, W.	Stagg, W. R.
Kelley, W. H.	Stanford, L.
Kennedy, C. W.	Streit, J.
Kirby, C. P.	Strong, E. L.
Knight, H. L.	Taylor, F.
Kremer, J.	Wallace, W.
Lasserre, J.	Waring, R. H.
Leahy, M.	West, G.
Liff, H. C.	Zuccarello, C. H.

Seems that Shopman Woods was holding a number on one of the many pools about the city. Not winning as soon as he thought he should, he gave the number up. Some of the other boys taking it, won the first week. Woods came back for his share. Did you get anything, Frank?

Last June the 14th we witnessed a would-be game of football in the car house. The shopmen were tackling the wrecker. Seems that the wrecker made a first down and they were trying hard to get it back. Back out of the hole it was in.

IT IS true that a little philosophy inclineth man's mind to atheism; but depth in philosophy bringeth men's minds about to religion.—BACON.

They Aren't Goin' to Blo' Any MOW

Since Clapp does his share and says that they are O.K.

Since Gus does the work by cleaning them up.

Since Hank shows a few changes in ARMATURES once and a-while.

AND since the BOSS C. NEWMAN has gotten after them.

Operator D. W. Hurst saw Conductor Joe Streit eating some pistachio nuts the other day, not seeing them before, he asked, "where did you get the dyed peanuts?"

Conductor Doc McCullough has been back East for about three weeks, in New York City seeing the sights. He went back to meet his wife who was returning from abroad. We hear that Doc came in contact with one of the many city slickers but Doc says he was wise.

Our lady inspector of the Fillmore District paid a visit to the St. Francis Hospital to see our Follow-up Instructor Carl Behnke.

Motorman and Mrs. W. H. Oliver are the proud parents of a baby girl. Both mother and baby are doing nicely.

DIGNITY consists not in possessing honors, but in the consciousness that we deserve them.—ARISTOTLE.

For the Uninitiated

Lecturer (in village hall): "Now you all know what a molecule is—"

Chairman (interrupting): "Most of us do, but perhaps you'd better explain for the benefit of those who have never been up in one."

GENIUS finds its own road and carries its own lamp.—Willmott.

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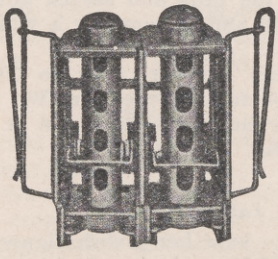
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28th Street - - Castro Cable

By JAMES O. BITTLES *and* DANNY DONOHUE

By the time you read this the boys will be well acquainted with the Free and Revenue Transfers. Watch your transfers and watch your step.

You won't find transfers in the waste basket any more. From now on they mean money—even to the public.

The pennies that we had taken from the traveling public these past few years, we can use them now as we must have close to ten dollars worth.

Conductor Papale has not decided which pocket he is going to store all the pennies in. He wants to know if a tomato can would be handy.

All the motormen are beginning to have sympathy for us conductors. They think it is about time we went to work and quit leaning on the controller.

In case some of us fellows run short of money we might be hearing "Lend me ten transfers till pay day."

Conductor Hoffman wants to buy a cheap adding machine. Count the pennies, George, you won't make any mistakes.

Don't be surprised if you see Conductor McGrath coming to work with a wheelbarrow instead of a changer.

When the boys start turning in every night someone should start singing "Pennies From Heaven."

Says Charley to Bert now if that is your wish,
We will start good and early and get us some fish.
With their bait and tackle they were up with the sun,
But after fishing all day they nary got one.

Motorman Carroll is taking fishing lessons. We hope Frank does not take it too serious and keeps his head.

Conductor Frisella is standing on the diving board and getting ready for the big dive. We hope he does not find the water too cold.

Conductor Jeans made a trip to old Missouri to see his mother. We hope Emery and family had a pleasant trip and an enjoyable visit.

Motorman Swansen returned from a two weeks' vacation. He took a gypsy tour around the country.

Conductor Silva is planning to take a vacation in 1950. Don't forget to take your wheel chair, Joe.

Conductor Nerio is getting very restless. It is about time Pete was taking to the hills and saying goodbye to 20th and Folsom for a while.

Motorman Polidori goes to Neptune Beach for his vacation. We all know why he goes there and it is not to swim.

Inflated Youth

"Has she kept her girlish figure?"
"Kept it? Man, she has doubled it."

When you see Motorman Adams eating ice cream and cookies—that means the weather is very hot—the old boy is down to ice cream and cookies.

Whenever we see Conductor Cyr he reminds us of an old time song which goes "Gone are the days when my heart was young and gay."

Motorman Cullen is letting his moustache grow so that he might look like a well known movie star. It looks like a mouse now but not Micky.

Any of you boys that are wondering who it is around 28th Street that is going in the second hand car business—well it is Motorman Costantino. He sure knows how to pick them. How do you keep the polish looking so good, Domonic?

The following named motormen and gripmen of the 28th and Castro Streets Division have written no accident reports for the past six months, January 1st to July 1st, 1937:

Adams, E. C.	Jones, H.
Bakopanos, G.	Larsen, R. E. V.
Bertoni, A.	Manly, C. D.
Bishop, H. N.	Munday, O. H.
Brittan, C. A.	Semmelhaack, J.
Bushong, O. D.	Strohecker, W.
Butcher, W. A.	Thompson, W. A.
Cantoni, L.	Vanoni, M. L.
Crossen, B.	Van Winkle, B.
Fehr, F. E.	Walter, F. C.
Gow, H. L.	West, A.
Hageman, G. E.	West, W. H.
Harrison, J. S.	Wickett, C. E.
Hatzis, J.	Wilkening, F.
Horton, J. B.	Willman, J.
Hugh, E. H.	Zucconi, E.

Negligent

"Old Cap Johnson isn't much of a farmer, is he?"

"Naw, he keeps foolin' around with his crops, and don't half tend to his filling station an' hot-dog stand."—Capper's Weekly.

The following named conductors of the 28th and Castro Streets Division have had no remittance errors for the month of June, 1937:

Becker, M.	Long, F. E.
Beebe, L. R.	Lunden, P. H.
Briggs, R. E.	McCoy, D.
Brill, A. C.	Morris, J. L.
Brown, D. G.	Neuner, G.
Bush, S. E.	Nicoletti, S. T.
Cain, J. R.	Patterson, T. A.
Connolly, P. J.	Peak, C. J.
Cooly, G. J.	Plunkett, P.
Curtin, D. J.	Rallis, G. N.
Diduch, P.	Reinhardt, W.
Fehlemelcher, W.	Shaw, A. L.
Guerrero, C. J.	Siemans, D. R.
Haupt, R. S.	Siess, R.
Hays, P. Z.	Simon, E.
Hoffman, C. J.	Slack, J. B.
Hendricks, W. P.	Sutilef, C. R.
Higueria, M. F.	Thibault, J. A.
Hoffman, G. W.	Vaughn, J. C
Houston, A. H.	Ward, J. F.
Hoy, O.	Watters, K. B.
Jackson, F.	Whelton, C.
King, W. E.	Wiser, J. H.
Lewis, J.	

Ministerial Note

Church service was over, and three prominent members walked home together, discussing the message they had heard. "I tell you," said the first enthusiastically, "Dr. Blank can certainly dive deeper into the truth than any minister I ever heard!"

"Yes," said the second man, "and he can stay under longer."

"Yes," echoed the third, "and come up drier!"

Oak and Broderick

By L. E. HOWARD.

Miss Calhoun and those under her supervision on the Fifth floor, St. Francis Hospital.

It is with great pleasure that I write these few lines to thank you in my humble way for the kind and courteous treatment I received while a patient in the Hospital. Words cannot express my appreciation owing to the fact that I cannot thank each one personally, so I take this means of doing it, wishing each one of them untold success in their chosen profession.

Motorman W. H. Stevens, Badge No. 914.

* * *

Emil Hausel has been taking Shop Foreman Bill Rushing's place during his vacation. Emil has proved himself, so found taking night foreman's place was no trouble to him whatever. Keep up the good work, Emil.

* * *

Tom Norton, Cliff Wermer, Boris Erdiakoff, and his brother-in-law Dan Larrett, and Albert Wilson chartered a boat and went fishing up near Vallejo. When they started out, they all agreed to pay 25 cents apiece to the one that caught the first fish and also 50 cents for the one who caught the biggest fish. Boris Erdiakoff was certainly the lucky one by catching the only fish caught and that was a sardine, but he collected from all just the same.

* * *

Charlie Barnett polished his car up nice and started towards Los Angeles for a vacation. Charlie received word that relatives were visiting there that he had not seen in years, so meeting these relatives will make the vacation a pleasant one.

* * *

"Doc" Bucchierri is spending his usual vacation in Santa Cruz on the sunny beaches, getting his usual sun tan. "Doc," as you all know, is a wonderful swimmer, swims like a rock and dives like a feather. He is enjoying all the outdoor sports at the resort.

George Raymond has gone in training for the next 6-day bicycle race they hold here. George started his training by riding out to the Beach and around Land's End to the Golden Gate Bridge and then over the bridge. He said he did not mind the ride at all and that is why he is figuring in for the six-day races.

* * *

Mike Kulis bought a nice new Chrysler and started on his vacation up through the northern part of the State. Mike and his wife expect to be gone about two weeks, so they will be able to cover a great deal of territory on the trip.

* * *

Bert Boone, conductor at Oak and Broderick Car House, passed away at the St. Francis Hospital, June 14, 1937. He entered the service of the Company March 3, 1919 and was a good and faithful employee during all those years. Oak and Broderick Division extends heartfelt sympathy to his wife and family in their sad bereavement.

* * *

Joe Tedesco has been on a diet for the past year and does not go down on Broadway to get his regular Italian dinner any more. The dinners were so good and Joe ate so much and got so fat that it gave him indigestion and he just found he couldn't take it any more.

Shop Foreman William Rushing's wife passed away at the Stanford Hospital June 17, 1937, after a short illness. The Oak and Broderick Division extends its heartfelt sympathy to his family in their sad bereavement.

' ' '

Two of the Three Musketeers

E. Jewell and Sam Siegel attended the vet's convention at Oroville, California, and had a very good time with the exception of the heat, which was only 116 degrees. We received a card from them on which Sammy put in a rush order for a little fog, C.O.D. or otherwise. They were game though and stayed the full time but about one-third of the delegates couldn't take it and left the second day.

' ' '

W. E. Allen carried a horseshoe in his pocket until he got the best run on the Division for a hold down, when Motorman Tom McCullough left for a six week's vacation. He then had the temerity to moan because McCullough was coming back too soon and cheating him out of his week end off. O.K. W.E., we will give you a little street car wrapped up and tied with a nice pink ribbon Christmas, so you can defy anyone to bump you.

' ' '

Motorman Claud Moore has been at the St. Francis Hospital with a carbuncle on his neck, which caused him no end of pain. When asked if it wasn't possible that the meanness was coming out, he said he didn't believe he ever was that bad but, to be sure, he was going to live right from this day forward.

' ' '

Our baseball team played the McAllister Division two games and, judging from the score, there was plenty of action. McAllister won the games 15 to 14 and 25 to 21, but Oak and Broderick came out first in the casualty list, which included everything from sprained ankles to bog spavins and caused the boys to labor back to the barn like a "One hundred" car on the Broderick Street hill, with two motors cut out, but the boys are dead game, like the clean fun and never miss going out for practice. The size of the players vary from little Joy Roy, 5 feet tall, 120 pounds, to big Bob Arnold, 6 feet 3 inches, weight about 275 pounds, and built like the bull of Quo Vadis, but, who with all of that avoirdupois could handle himself better than the more slender ones and at bat when he leans against a ball it surely get's a ride.

' ' '

J. Hourcaillou was booted by an auto June 20th, at Haight and Divisadero, just as he stepped from the car after being relieved, bruising his arm and leg and cutting his forehead. Jean said he was a married man now and could only lose a couple of days work; whereas a couple of months ago it would have been good for at least two weeks.

' ' '

Another one of our conductors, J. A. Davis, said "I DO" and meant it, on June 27th. To him and his bride we send our congratulations and a great big hope for their lasting happiness.

' ' '

Tom Marshall is back with us again after being off a month, when he was hit by an auto at Haight and Stanyan Streets. Tom had a ten gallon hat, chaps, gun and horse, all ready to ride in the big Fiesta Parade before the accident occurred and we know he would have added plenty of color, for he looked like one of the original Texas Rangers with a clean shave.

' ' '

E. Nevers is going around with a patch under one eye and a cut on his hand, caused by his Ford kicking him so hard that his kidneys rattled when he tried to crank it, but Earnie has plenty of that so called intestinal fortitude and didn't go on the sick list.

The following list gives the names of conductors and operators at Oak and Broderick Division who were not on the short and over list for the month of May, 1937:

Aaron, A.
Anderson, Jas.
Almos, T.
Bartlett, A.
Barba, L. A.
Baillie, J. G.
Byers, W. G.
Barnett, F.
Betts, F. Z.
Chaney, D.
Crutchley, A. G.
Diamond, A.
Duke, E. B.
Elsenhans, W.
Finkelstein, B.
Fraser, Earl
Gedgate, F.
Gray, J. C.
Geldmacher, C.
Good, C.
Hemphill, G.
Hegarty, T.
Heintz, C. Y.
Hodges, R.
Hulme, P.
Jacobs, W.
Jones, F.
McGill, G. E.
Mosk, J.
Milne, J.
Mosley, J.
Monroe, M.
Merryman, C.
Neal, J. M.
Nichols, J. L.
Nevers, E.
Noll, H.
O'Connor, J. P.
O'Rear, A. L.
Rea, H.
Polcyn, J.
Petzold, E. J.
Paul, C.
Ryan, E. A.
Rudiger, C.
Rontree, T. R.
Siegel, S.
Singer, W.
Stevens, E. C.
Schlichting, C.
Stocker, A.
Smith, M.
Swan, B.
Smith, Miles
Terrell, H. G.
Wilson, A.
Wyhlidko, J.
Woods, W. T.
Wade, L.
Young, W.
Young, H.
Yowell, R.

Bill Stevens and wife became the answer to an auto salesman's prayer a couple of weeks ago, when they drove into James F. Waters with nothing on their minds and left a few minutes later with a new De Soto automobile. That evening they drove to the Russian river to bring home their friend and roomer, F. W. C. Smith, who had spent ten days vacation there, where he obtained a real sun tan, which we imagine makes the girls that way (and the boys a bit envious) about him.

H. Courtright also went for another auto (an Auburn) and ere you read this, he will have given it a test over the mountains on his way to Idaho, where he will spend his vacation.

Inspector Fred Fox just completed a wet trip up through Oregon and Washington. It rained 13 out of the 14 days he was gone, which he thinks is a pretty good average. Fred still wore the same smile when he returned, however, so it must take a lot to dampen his good nature.

The new revenue transfers added a few gray hairs to some of the boys on the one man cars. Jim Treanor seemed to take it more seriously than any of them and what I mean, as busy as a one armed paper hanger with the hives, on his first rush trip. Jim had six passengers drop pennies in the fare box the day before the revenue transfers went into effect. He was afraid we wouldn't believe him in the office if he put the refunds on his trip sheet and is still wondering how he can get his 12 cents back.

Below are the names of motormen, one man operators and trolley coach operators at Oak and Broderick Division who made no accident reports from December 1, 1936 to May 31, 1937:

Anderson, Jno.
Bartlett, A.
Birman, J.
Colbert, P.
Eigenman, F.
Fraser, Eug.
Fraser, Earl
Geldmacher, C.
Heintz, C. Y.
Henry, M.
Herman, H.
Harper, G. O.
Hutchinson, J. J.
Jablonski, S.
Jewell, E. H.
Korakakis, J.
Kulis, M. L.
Law, J. A.
Light, H. K.
Miller, J. C.
Miller, J. B.
Miller, H. J.
McCullough, T.
Nichols, J. L.
Norton, T.
O'Connor, J. P.
O'Neill, C.
Pedersen, L.
Pocan, C.
Polezynski, J.
Rice, J. G.
Stocker, A. A.
Smith, F. W. C.
Treanor, J. J.
Wiedl, A.
Wynn, J. J.
Wierzbick, S.

McAllister Division

By BILL SCHULZ

Conductor Pet Mitchell ran back to the middle of the block between Octavia and Gough Streets and picked up a nickel. The next day he came to work with his arm in a sling — he claims that the nickel was so heavy he strained his arm carrying it.

Did you ever hear the story about the two drummer boys? The one who plays the base drum, after a little celebration got home at four o'clock in the morning, but the common ordinary drummer lost his drum and the drum did not find him until about two days later.

On June 24, Conductor Norcia forgot what run he had and took Run No. 27 Mc instead of No. 21 Mc. The next day Motorman Weidinger told the dispatcher his car was gone—he forgot he had run No. 17 Hayes instead of run No. 15 Hayes, and when told so he said, "Oh yeah! That's right."

Conductor Wagers and Lagosa were going to go out the back door of the car house one day last month and they were pretty near the door when Conductor Wagers stopped and thought for a minute. Then he turned to Lagosa and said, "We can't go out that way for neither of us could possibly squeeze between the cars out there."

Conductor Pickles Lawrence went to the show last month and won a vacation for himself and the Missus, but I guess Pickles did not feel very tired, so he sold his rights to the vacation for $60.00 cash. I guess we will have to stop calling him Pickles and start calling him Lucky.

I wonder if Conductor Wimpy Jones could tell us how he went over three bridges and then found himself up in Napa—though not in a sanatorium.

It has been brought to my attention that our dispatcher and Motorman Dusty Miller must be practicing for a duet or something. Our Dispatcher was in the office and the following was overheard: Mr. Johnson singing "In the Valley" and Dusty Miller outside the office singing "Yoo Hoo" and then a repeat. Keep it up, boys; we might put on a show some time.

Conductor Curly Flynn and Motorman DeMartini were seen pushing Curly's prize Chrysler down Fulton Street. They say once it gets started it runs like a top, but just try to start it.

Motorman Baker was boasting about his master seamanship until Conductor Cerelli invited him to go fishing at China Beach. They got a row boat and Baker was showing off his marvelous stroke with the oars when suddenly sea sickness overtook him and he didn't let out another peep all day. Now he wants to go out again, but our advice to Cerelli is to leave the master seaman at home.

After a long illness, Motorman Ed Miller is back to work. We hope his good health continues and we wish you lots of good luck, Ed.

On June 22nd, Motorman Hartman came hustling into the carhouse at 3:30 a.m. He looked up at the clock and said, "Boy, did I make a mistake; I caught the 3:30 Balboa Owl instead of the 4:30 Owl." Well, I guess he spent the hour being entertained by Skip Sawyer who was on duty at the time.

McAllister "Red Birds"

Conductor Pickles Lawrence asked the other day what run John Gallemore is working. For Pickles' information, Joe Gallemore left the company's employ about seven months ago and is now a rancher.

Baseball News from the Soft Ball League: Manager Ed Siler is very jubilant over the results of the first game between the McAllister St. Red Birds and the Haight St. Bull Dogs, which was an undefeated team—the score was 15 to 14 in favor of the Birds. With players like that great hurler Motorman C. Haig, who tossed a mean game with six strike-outs to his credit, and Conductor Jones behind home plate, who stopped everything that came his way and the rest of the team playing heads-up ball, Siler claims he has the makings of a Big League club, so we had better keep our eyes on them in the future.

Sensational plays were turned in by McDowell, who hit the old apple when the bags were loaded, and little "Shorty" Macke, who slid all the way from third to home to land the winning one. Watson, the sheik of the club, was four times at bat and got four hits. Staley, Beach, Anderson, Gyorgy, and Wallas may well take pride in their performance for the day.

The Red Birds challenge any club that is in their class, and invites everyone to come out and see a good game and a good team in action.

Conductor Charlie Martin got a money sack the other day and he rushed up to Bill Johnson and asked how he expected to tie a knot with such a short string. Did he get ribbed by Bill Lawrence and a few other boys who happened to be present, about his being in the Navy sixteen years as a boatswain's mate and then having to learn how to tie a knot from a land-lubber.

Conductor Weepah McAuliffe had to have his Ford fixed and the garage loaned him a Dodge sedan to use while his car was laid up. Boy, you should have seen Weepah when he would put his foot down on the gas —was his face pale!

Motorman Fire Chief Clarke is all smiles these days, for he has a very nice Ford V-8 Coupe. Congratulations, Clarkie.

Conductor Adair left on June 19th for his first vacation in six years. We hope that he enjoys every minute of it.

Haight Street "Bull Dogs"

I saw Conductor Doakes down at the corner of Divisadero Street packing a tennis racket. I wonder if he is exercising to get back his girlish(?) figure.

Embarrassing moments: Motorman Instructor Glenn Roberts trying to pull a car out of the yard with both trolleys down. A fine example from a star motorman.

Motorman Zander says he is going to donate a watch to every man who leads him so they won't run over four minutes sharp. So line up, boys, and get a watch.

Conductor Weepah McAuliffe says he is going to take a week off and help rejuvenate the Seals so they can stay in the first division.

Conductor Pinky Tobin says he can't get up early in the morning any more, so he took the Owl. This will sure keep the conductor on run No. 42 worried because he won't know when he will have to work a double shift. May we suggest a new alarm clock, Pinky?

Better watch your step, boys, the mysterious Mr. X is on the job again.

We have here the Royal Order of the McAllister Street Pie Club, their names and the respective offices they hold:

President—Pat Esposito, No. 43 Mc.

1st Vice—Inspector Frank Keyer.

2nd Vice—Ed Siler, No. 41 Mc.

Treasurer—Joe Casey.

Sergeant at Arms—DeDominic, No. 31 Hayes.

Other members—Cerelli, No. 24 Hayes; J. Flynn, No. 24 Hayes; DeMartini, No. 23 Hayes; Frank Doyle, Shop Foreman.

Conductor Henessey tried to get in the Order, but did not want to put out for pie so he was black-balled. Mickey McPartland's desire for membership was suppressed when he was informed the admission fee to the club was the donation of one pie to be consumed by its members. Mickey thought it was all free.

I hear that Motorman Foulkes has quit his job to go into partnership with Lid over at the restaurant. We wish you the best of luck in your new venture, Foulkes, old boy.

24th and Utah Gilly Room Gossip

By CONDUCTOR WALTER CLAPP

There're two new proud daddies down at Twenty - Fourth and Utah. Shopman Lew Faider's wife presented him with a bouncing baby boy the first part of June. Not to be outdone, Bill Davis announces that a future operator tipping the scales at 8 pounds 2 ounces made his appearance at their house on July 1st. Those anticipating cigars will please stand in line as I was here first.

* * *

The following story appeared in Earl Ennis' column in our morning Chronicle:

A motorman on the Market Street Railways, who has to stand on his feet all day, says he has found the boss remedy for sore feet.

"When I get home," he told us, "I put my feet in a small pan and pour milk over them. It sure takes out the ache."

"Pretty expensive, isn't it?" we asked.

"Why no," he said. "I don't waste much. I use a flat pan—one of the wife's biscuit pans."

"What do you do with the milk afterwards?" we asked fearfully.

"Oh, I give that to the cat!" he replied.

* * *

Adam Berlingi took his wife out to the Fiesta. He had a hard time finding the place — everything was so dark. Finally he asked a policeman.

"Why, buddy," replied the policeman, "you're a little late—the Fiesta has been over for a couple of weeks now."

* * *

Ivy Smith, all decked out in his Sunday best was seen up at Twentieth and Valencia Streets. On his arm was a gorgeous young lady. Tsk! Tsk! This was on a day when Ivy laid off—very sick.

* * *

It seems that one of Mussolini's patriots bumped a country man of his this last signup. As a result the following conversation took place at 22nd and Mission with English as she is spoke:

Cheichi: "Ima fix you nexta signup. Just I want. You gotta behind me now. No more tippa da hat."

George Lota: "You—You setta da watch. She's gonna be all right. You betcha."

* * *

George Lota now is known as "Bow-wow" Lota. The reason? You should have seen him acting as referee when a couple of dogs decided to stage a fight on his car track.

* * *

Now you know there has been warm weather in town. Cheichi shed his overcoat. But he kept on one of his two sweaters—just in case.

* * *

Barton Stringer, ace operator over at Turk and Fillmore Division and son of our own "Pop" Stringer, has filed his intentions of getting married. Let's all wish lots and lots of happiness to this couple.

* * *

Joe Schlatcher and A. H. McIsaac returned from the re-union of the Spanish-American War Veteran's up at Eureka.

* * *

It seems to us that if we had a son that was as good a golfer as Shoux's we'd do a little bragging around the gilley room.

Following are the names of motormen and operators at 24th and Utah Division who have not made out an accident report for the month of June 1937. Total number on list—100.

Collins, C.
Angelius, E.
Cook, O. H.
Lang, G.
Erickson, J. V.
Kamna, J. H.
Schlachter, J. A.
Alvarado, L.
Gibson, W. S.
Clem, J. S.
Bozant, E. J.
Chiechi, L.
Naughton, W.
Mattley, D. J.
Murphy, S. J.
Schoux, A. H.
Baptista, J.
Chronoplis, H. G.
Garnier, J.
McCarthy, M. P.
Hanges, Thos.
Beyer, E. T.
Hector, G.
Van Rietshoten, D.
Dusdall, J.
McIsaac, A. H.
Mammini, G.
Toolis, P.
Johns, A.
Ewert, P.
Osborne, T. C.
Noga, J. F.
Vouchilas, T. D.
Lucas, J. G.
Bockhop, H. J.
Jackson, E. D.
Shelmadine, E. J.
O'Grady, M.
Lucy, J. J.
Zimmerman, L. W.
DaSanMartino, J.
Thomas, L.
Bankowski, M.
Volpi, F.
Hussey, P.
Holbrook, H. L.
Stephen, A.
Lynch, G. J.
Deeb, A. M.
Dennen, L. H.
Leon, E.
Derriso, W. M.
May, C.
Marshall, W. R.
Desmond, C.
Cote, A. E.
Kelso, M.
King, V. P.
Fulton, D. J.
Smith, Ivy
Regan, T. F.
Andretty, J.
Davis, W.
Howe, F. B.
Klezmer, H.
Folsom, M. J.
Briggs, P. C.
Brechwald, J. F.
Norton, J. R.
Bradley, O. L.
Marshall, F. C.
Van Horn, E. R.
Dalton, C. J.
Bradshaw, W. P.
Campisi, L.
Davis, E. M.
Dunsmore, H. O.
Moss, Thos.
Brachais, R. E.
Allen, J. A.
Misner, H. W.
Schofield, I. N.
Bunce, W. E.
Quick, R. V.
De Vita, M.
Plamondon, D. G.
Adams, C. H.
Walker, E. F.
Russell, E.
Gooding, R.
Stewart, W. E.
Fagerle, R.
Moon, W. C.
Clapp, W. F.
Wetteland, K. F.
Griffith, R.
Bartlett, J. A.
Peche, E. J.
McIsaac, E. W.
Mahoney, W. J.

Checkers

Bennie Bedel defended his title three times during the month of June. The checker champ gave John Baptista, Dave Mattley and Bill Cahill a chance to win the title, but when it was all over, the champ still had the title and his "friends" had a few lessons on how to play checkers. The champ defeated John two straight games, winning the first game in a hurry so John wouldn't have to suffer so, and taking the second game in fast time so as to put poor John out of his misery.

A week later, Dave Mattley tried to take the championship from the title-holder and all he got for his troubles was a headache. The champ won the first game only after a hard-fought battle. Game number two went to Mr. Mattley after he socked it into the champ to make him unconscious. The third and deciding game went to the title holder and that is the reason why D. J. Mattley got a headache.

A few days later, Bill Cahill, the champion's very good friend, got a try at the title. Cahill demanded a rematch and got it, with a few groggy smashes thrown in, free of charge. It started out with Bennie winning the first game and leaving Cahill begging for mercy. The second game was taken by the champion's friend. The third game was captured by the title holder, after giving Cahill what is known as the "works". When the third game was over, Cahill didn't know whether he was coming or going from the beating he got from the champ and so that's that.

Unfair!

It is Bob Hope who insists he last week passed a cheese factory that puts up its products in glass jars.

And, believe it or not, ten mice were picketing the place!—El Paso World News.

Washington and Mason

By ROBERT LINEHAN and NICK OBRITSCH

BANG! and with the sound of firecrackers fading in the distance, we shoot our July issue out. There seems to be sort of a lull in news this month for some reason or another, either your correspondents have not been doing enough Walter Winchelling or the boys are avoiding getting their John Henrys in the magazine. But we'll get it, fellows, one way or another. As the saying goes, Murder Will Out.

Our Superintendent Mr. J. P. Jones hasn't had a chance to renew acquaintances with the boys at Washington and Mason yet. As since his appointment he has been laid up at home with an illness. We all wish him a speedy recovery and hope to see his appearance here soon.

Mr. C. Potter, our day clerk, has been missing from the roll call for quite a spell attending Mrs. Potter who hasn't been feeling very well. By the time this goes to press we hope Mrs. Potter will be up and around again as good as new and Charlie back on the job once more.

Gripman Jimmy Campbell, who has been laid up due to an appendicitis operation and a case of pneumonia, is feeling lots better and from latest reports will soon be back on the job again rarin' and tarin' to go. Glad to hear it, Jimmy, you can't keep a good man down.

Conductor A. Puchue is now home from the hospital and hopes to be back with the old gang once more in the near future. So do we, Al, and make it soon.

Your scribes thought they were all caught up on the matrimonial angle around here but someone always manages to fall. This time all the boys on Powell are wondering who the pretty dark haired girl is that Gripman A. Lagamarsino calls "Marge". They say he is sure falling for her and if he isn't careful he will be walking down the aisle to the tune of "Here Comes the Bride". Poor Al.

Another lost soul, or soon to be, is Gripman L. A. Untiedt who is seen quite often in the company of a very pretty girl. This has been going on for a long time now and one never knows what will happen. "Careful there, Kid Untiedt, don't close both your eyes."

Handsome Sam Kastumis, our shiek day starter at Powell and Market, is busy getting his artillery in shape as soon he will journey forth on his vacation in search of "Deer". Sam has been reading up on animal life since last year so there won't be any mistakes in telling a deer from a cow. He has that hunter's look in his eyes and if his marksmanship stands up he should bring home the bacon in the form of deer meat. The only difference between Sam and Frank Buck is Sam brings them back dead. Maybe.

Vacationers for this month include Conductor Johnny Sowers who will rest up at Lake Tahoe for a week. Johnny is even going to sleep in a tent, you know, go out and rough it, swimming, fishing and singing himself to sleep each night with the song, "Tenting Tonight, Tenting Tonight."

The above pictures of Conductor F. M. Anderson and wife, show what a good fisherman can accomplish when he takes a vacation. These pictures were taken when Andy and wife spent the week at Sycamore Park. Andy was right in his glory and seems to have been rewarded plenty for his efforts. We may say that of all the fishermen we have here, Andy was the only one so far to actually show proof of his skill as a fisherman. Nice work, Andy, not much danger of running out of fish anyway.

* * *

Conductor Bert Brodose is well on his way to vacation land. Heading back to New York for a month visiting his folks whom he hasn't seen for a few years.

Well, as the news has all run out and time's a "wastin'" will say again, if you have any news give it to your correspondents as every bit will be appreciated.

* * *

Worry

Sam's employer had noticed that Sam appeared addicted to worrying. "What are you worrying about?" he asked one day. "You have a good, steady job."

"Yassah. Ah knows," agreed Sam, "but de trouble is, Ah ain't got nothin' in sight if Ah evah decides to quit it."

* * *

Progress in Freedom

Years ago, at Galveston, Texas, when the first electric car had its trial trip, the president of the street railway, his daughter, and an elderly Negro (a former employee) were the only passengers.

Out of a deep study the Negro remarked: "Dem Yankees am gettin' smart. First dey freed de black folks —and now dey freed de mules!"

* * *

Lacked Romance

Dolly: "Wasn't it awful! Grace got beyond her depth and—"

Daisy: "Yes—yes?"

Dolly: "And was brought to shore by a fat man with a wife and nine children!"—Brooklyn Eagle.

J. FINN, President R. B. FINN, Secretary

John Finn Metal Works

SAN FRANCISCO
AND
SEATTLE

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POPULAR RATES

Geneva Eight Wheel Gossip

By W. WEILAND

Vacation time is with us once again and we sincerely wish all the boys and their families who are now on vacations lots of enjoyment on their trips.

* * *

We have been informed that Conductor Gowanlock is very much peeved at us because we have not been putting his name in print lately. We're sorry you take it so hard, old boy, but what do you say?

* * *

And, by the way, "Big Boy" Tuffo would have had a wonderful time in Santa Cruz over the Fourth, if it hadn't been for that phone-call from the car-house.

* * *

Motorman Jerry Lunch, from 24th Street Division, would like to know what is meant by the world "tripper". He says it is a beauty.

* * *

We would like to know where Charlie Vanderbill went with the bouquet of roses, one nice Sunday morning. And we always thought Charlie would stay single.

* * *

Motorman Scailenca went fishing the other day and he reports that he had lots of luck. His catch for the day was bull-heads, cat-fish, one shark and a jelly-fish. We are glad you were so lucky.

* * *

The pennies from heaven sure had Joe Preston in a turmoil on his bus the other day; he was so busy thinking about them, that while grinding nickels out of his fare-box, he just threw the money back in and kept right on grinding. Next time, Joe, keep your mind on your job.

Bernstein, Milliken and Guttman all went to the same school in New York City; P.S. 184. I would not mention this, but Conductor Guttman requested me to write this so the boys can tell that he has an education.

* * *

Pete, the waiter, over in the restaurant got all confused with the new transfers the other morning. He asked the conductor for two cents instead of giving two for his transfer, but that is just like him.

* * *

Honesty pays. Don't let a penny separate you from your job. This advice does not come from the Johnson Fare-Box Company, but from Ye Editor.

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NWS - IT - Vol 16 - No 7 - Jul - 1937

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